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PRINTED & PUBLISHED BY
Manager
"Hongkong Telegraph"
for The South China Morning Post, Ltd.,
1 & 3, Wyndham Street, Hongkong.

Dollar on London 1/3 9/16d.
Lighting-up Time 6.47 p.m.
High Water 10.04 p.m.
Library, Supreme Court

The Hongkong Telegraph

FOUNDED 1881 NO. 23,194 香港英文每日十五號 禮拜一 MONDAY, SEPTEMBER 15, 1930. 日三廿月七 $10 PER ANNUM SINGLE COPY 10 CENTS

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CLASHES OCCUR IN BERLIN

COMMUNISTS ATTACK THEIR RIVALS.

EXTREMIST PARTIES SWEEP THE BOARD.

RISE OF FASCISM.

Berlin, Sept. 14.

The end of the election campaign was marked by rioting in the capital and provinces. The most serious encounter occurred in Berlin yesterday evening, when large crowds of Communists assembled at their headquarters in Bulow Square.

Several lorries containing National-Socialists passed and were fired upon by the Communists, one Hitlerite being killed and several wounded. The police with the greatest difficulty cleared the square.

A dozen Hitlerites were seriously injured in other parts of the city by bottles of hydrochoric acid hurled at them. There was a total of 200 arrests in all parts of Berlin.

As a result of similar clashes, five persons were wounded at Munster, six at Hanau, and seven at Aix-la-Chapelle.

President an Early Voter.

President Von Hindenburg was one of the earliest voters in the general election. The German delegation to Geneva journeyed to Loernach to vote.

Special polling stations were established in the hospitals for the benefit of the doctors and nurses. Urns into which the patients dropped their voting papers were carried along the wards.

Berlin, later.

Two further persons were killed and a number injured in Berlin in the course of small outbreaks, but the police were able to cope with the disturbances. Altogether 400 persons were arrested in Berlin last night and to-day, but most were released later.

The First Results.

An accurate survey of the voting situation is unlikely before midnight.

However, the first results of the election have produced a general impression that the National-Socialists (Hitler's extremists) are gaining ground, as large increases of their supporters are recorded in several constituencies.

Almost all the other parties are losing; the Social-Democrats only slightly, and the Communists holding their own, while the Centrists are gaining slightly.—*Reuter.*

Extremists Sweep Board.

Berlin, later.

The extremists, namely, the National Socialists (Fascists) and Communists have swept the board at the elections.

Eighty-five per cent. of the electors polled, and every 60,000 polled means one seat in the Reichstag.

The state of the Parties, with the possibility of only slight changes is as follows:

Social Democrats	138
National Socialists	103
Centre	76
Communists	75
German Nationalists	40
Others	91

The election has brought complete political confusion into Germany's political life. The sweeping victories for the National Socialists create an unprecedented situation.

The new Reichstag will have over 200 Deputies representing the National Socialists, German Nationalists and Communists, and their opponents will be the middle Parties who will have to form a coalition against the extremists if Germany is to be saved.

Both the Fascists and Communists have proclaimed their contempt for Parliamentarism, and the new Reichstag is likely to result in a stalemate or in violence.

Rise of the Fascists.

The amazing thing about the rise of the Fascists is that it has been achieved in the teeth of the hostility of practically the entire

(Continued on Page 7.)

TYPHOON SIGNAL LOWERED.

NEARLY SIX INCHES OF RAIN IN 24 HOURS.

DANGER NOW PASSED.

Little danger is now expected from the typhoon which yesterday threatened Hongkong. Centred near Hainan it is estimated to be taking a course that will take it far to the west of the Colony.

According to the Observatory readings, the typhoon was first noticed as a depression that formed near the Paracels on Saturday morning, moving W.N.W. Yesterday afternoon it assumed a more northerly track and its progress toward Hongkong resulted in yesterday's boisterous weather.

This morning the disturbance was estimated as being near or over Hainan, probably moving N.N.W. Unless it changes its course to a marked degree, any further effects will not be felt locally.

Yesterday's steady downpour was accompanied by freshening winds in the afternoon and the No. 1 typhoon signal was hoisted at 5.26 p.m. The No. 4 signal went up at 8.45 p.m. but was lowered at 6.41 this morning.

Waglan reported a moderate gale this morning and it was expected here, but up to 10 a.m. the wind force had not exceeded 35 miles an hour at the Observatory or Gap Rock, although a few squalls above 55 miles an hour were registered between 8 a.m. and 9 a.m.

There was heavy rainfall since Saturday night. The registration for the 24 hours up to 10 a.m. today was 5.92 inches. The heaviest period was between 4.30 and 5 a.m. when 80 points were gauged while there was half an inch between 5.30 a.m. and 6.30 a.m.

The following telegram was received from the Manila Observatory at noon to-day:

Sept. 15, 11.15 a.m.—Tyhoon in about 110 Long E., and 19 Lat. N., inclining northward.

MORE TROUBLE IN INDO-CHINA.

MILITIA FIRE ON MOB OF RIOTERS.

Paris, Sept. 14.

A detachment of the Foreign Legion has been despatched to the Thanh huone region, in North Annam, in consequence of persistent rebel propaganda.

It is officially reported that rioters attacked the Naval men and Militia, who fired, causing ten casualties.—*Reuter.*

French effectives in Tonkin and Annam Proper in consequence of the continued critical position, have lately been reinforced with the addition of a half-brigade of the famous Foreign Legion, transferred from Morocco and Algeria. Hitherto, the brunt of frontier trouble occurring in the region contiguous with the Yunnan and Kwangsi borders had been borne by the First Foreign Legion.

Apart from the transference of the greater number of the Legionnaires to their new sphere of operations, there has been official talk of increasing the French troops in the country, it being considered that the native troops are unreliable. A new Commander-in-Chief with considerable experience recently arrived in the country to take over the command of the Indo-China Division of the French Army.

Another Outbreak.

Saigon, Sept. 7.

Shots were exchanged between a force of revolutionists and a brigade of the military and police at Thanh Loi, before the former retreated. Two police agents were mortally wounded, while the casualties amongst the rebels were heavy. A dozen wounded were intercepted while fleeing.—*Indo-Pacifi.*

BETTER WEATHER.

The Royal Observatory reports that a moderate anticyclone is central to the north-east of Hokkaido. The typhoon is situated near or over Southern Hainan, moving slowly N.N.W. The local forecast is:—N.E. winds, fresh; overcast, rain; probably improving.

MR. TANG SHAO-YI INTERVIEWED.

NOT JOINING THE PEKING PARTY.

CONTINUED ABSTENTION FROM POLITICS.

THE TONG KA PORT.

In a special interview with a *Telegraph* reporter to-day, Mr. Tang Shao-yi, doyen of the "elder clique" of Chinese statesmen, and one-time Premier under the Republican regime at Peking, emphatically denied recent reports of his joining the new Government that is being formed by Mr. Wang Ching-wei. "I have never been consulted about it. I did not know what took place until I saw the reports in the newspapers in Hongkong" was his reply to a direct question.

It is admitted on all hands that the venerable statesman, now in his 70th year, would be a distinct acquisition to the Northern Party, in view of the influence which he could still wield in spite of a decade of abstention from progressive Chinese politics. But Mr. Tang would appear to dispel all doubts about his attitude when he declared to the interviewer that he would continue in that abstention. "I have never yet met Marshal Fang or Marshal Yen," he said.

Confident of Future.

Three years have passed since the writer had the pleasure of meeting Mr. Tang Shao-yi, for many years a close associate with the late Dr. Sun Yat-sen, under whom he took office as one of the seven Directors of the regime which the revolutionary leader established at Canton. Since then much water has passed under the bridge, and the situation which Mr. Tang had then described as "stimulating" in its excess of Nationalist enthusiasm, has matured into something which is still far from what well-wishers would have of it.

"It will take a long time to adjust?" asked the interviewer.

Mr. Tang: "Not a long time, but some time. I am confident of the outcome."

The Model District.

Eschewing active politics, Mr. Tang could still take a quiet interest in current affairs. Despairing of being able to achieve national progress on a larger scale, he has turned to Chungshan, particularly to that little corner of the province lying around his native village of Tong Ka, for the carrying out of his idea of a model district, this being in the hope of his example being emulated by those in other provinces.

Tong Ka, by the way, means "the home of the Tongs," or Tangs as varied by the Northern spelling. The name is to be further perpetuated in the new port of Tong Ka Wan, which Mr. Tang is building for the model province.

Detailing the scheme, Mr. Tang said "this is situated some 40 nautical miles in a direct line from Hongkong. It is an anchorage to be deepened and developed between a group of three islets—Kiao, Kap Chow, and Kam Sing Islands. Connected with the new port and forming the main artery with it from progressive districts is a new six-mile road which, when completed, will link up and be the continuation for the famous Shekki-Macao highway. The cost of construction of this new road, Mr. Tang said, will be between $25,000 and $30,000.

Two Factors.

Two factors are relied upon by Mr. Tang for the ultimate success of his undoubtedly big enterprise. The first is the initiative and impetus that has been given by the Government, and the second is the co-operation and goodwill of the merchants.

He said he already possesses the first in good measure, being now on his way to Nanking to report on the first steps of the undertaking. Its development and ultimate success would depend on how much use the merchants of his province were going to make of it. Such development may take fifty or even a hundred years.

Deepening of the approaches to the anchorage would appear to be the chief problem. At present, a small jetty has already been constructed to mark the beginnings of the scheme.

Mr. Tang informed the interviewer that he would be staying at his home in Shanghai, after first having gone up to the seat of the Nationalist Government to hand in his report.

SHAMROCK DEFEAT REGRETTED.

WEATHER CONDITIONS GAVE NO FAIR TRIAL.

HONGKONG MESSAGE.

Newport, Rhode Island, Sept. 14.

The Shamrock's defeat in the first race for the America's Cup is regretted all over the country.

Never in the history of international sport in America was there such a fervent hope that the United States would lose a race.

The official times are.—Enterprise, 4 hours, 3 minutes, 48 seconds; Shamrock, 4 hours, 6 minutes, 40 seconds.—Reuter's *American Service.*

Newport, later.

The Enterprise is now a five to one favourite as a result of her first victory, but American yachting circles, besides the press and public, are deeply disappointed with Saturday's race, as the weather afforded no fair trial of the respective merits of the challenger and defender.—*Reuter's American Service.*

On Saturday, the following telegram was sent to Sir Thomas Lipton:—"Best wishes.—Commodore and members Royal Hongkong Yacht Club."

The following reply has since been received:—"Warmest thanks good wishes.—Lipton."

LATEST AMERICAN BASEBALL.

SUNDAY'S PRINCIPAL LEAGUE GAMES.

New York, Sept. 14.

The following are the results of baseball matches played in the National and American Leagues to-day:

National.

New York	6	Pittsburgh	8
New York	3	Pittsburgh	7
Brooklyn	8	Cincinnati	3
Boston	2	St. Louis	9
Boston	7	St. Louis	4

American.

Detroit	3	New York	10
Cleveland	1	Philadelphia	7
Chicago	2	Washington	1

—*Reuter's American Service.*

DUTCH SOCIALIST DEMONSTRATE.

PROTEST AGAINST NAVAL EXPENDITURE.

Amsterdam, Sept. 14.

Notwithstanding rain and thunder, the Dutch Socialist Party held huge demonstrations in Amsterdam and Rotterdam, in which deputations from all over the country participated, as a protest against the Government's naval Bill, which provides for a construction programme extending over ten years, and involving an expenditure of £10,000,000.

The demonstrators also advocated State pensions, eight hours' work a day, pay during holidays and insurance of workers.—*Reuter.*

STORMY POLITICS IN POLAND.

SEVERAL FATALITIES AT PARTY MEETING.

Warsaw, Sept. 14.

As a political meeting of about 1,500 adherents of the Left and Centre parties was leaving the gardens where the meeting was held, a hand grenade was thrown and revolvers were fired, as a result of which two persons were killed and 11 wounded, including five policemen.

A panic ensued, many persons being trampled upon, particularly when mounted police charged the crowd with drawn swords.—*Reuter.*

FEW FOREIGNERS IN NANNING.

SAFEGUARDING THE U.S. HOSPITAL.

ROBBERS LOOT THE CUSTOMS PREMISES.

AIR RAIDS CONTINUE.

New received from Nanning is to the effect that the only foreigners now in the city are Fathers Labully and Costenoble (French), four French Sisters from Canada at the Catholic Mission, Dr. Coffin of the Seventh Day Adventists, and the physician in charge of the American Hospital.

The Kwangsi forces, as well as the Yunnanese, have been very considerate towards foreigners. A general order was recently issued to the Kwangsi troops to avoid firing into the American Hospital, and consequently that institution has received very little damage. It is situated some 300 feet from and immediately in front of the towers and fortifications between the south gate and the old gap in the wall.

Double Duty.

During the recent banditry and plundering, the Kwangsi forces have been unable to render proper protection to the American Hospital but, expressing their regrets, they have supplied the institution with four military rifles. The young men of the Hospital are therefore doing double duty—as day nurses and as night guards.

Following the wholesale robbery of refugees at the Socony premises, which has already been reported, there have been many other outrages committed by bandits in districts outside the city, where no protection is offered either by the Kwangsi or Yunnan troops.

Customs House Looted.

In one instance, the foreign Customs premises were entered and forty coolie-loads of baggage removed whilst a number of the employees were also taken away.

A number of other robberies have occurred, and in nearly every instance people (mostly women) have been kidnapped.

Only one really serious attempt has been made by the Yunnanese to enter the city. This was made near the south gate.

Killed by Own Men.

It is said that about fifteen or twenty did succeed in entering, but the "follow up" was interrupted because the machine-gun fire of the attackers, which was supposed to be focussed on both sides of the point of entry, became confused in the darkness, with the result that many of the Yunnanese were mowed down by their own machine-guns. Seeing this the others backed out, rather than push in at the rear. The loss to the Yunnanese that night was between 150 and 200 men.

Daily Air Raids.

The Cantonese planes have been making almost daily visits for several weeks and have dropped many bombs on the city. These, however, have done very little injury to the Kwangsi defenders.

The people, however, have suffered considerably. There is no actual record of the number of deaths caused by the air raids, but one bomb which fell near the north gate is said to have killed 27 people and injured many more.

General Wang Shao-hung is now reported to be in Nanning city.

MONTMARTRE FOLLIES

RETURN AFTER SUCCESSFUL TOUR.

After very successful seasons in Canton and Macao, the Montmartre Follies, who delighted theatre patrons at the Queen's Theatre recently with their charming performances, have returned to the Colony. During their short season at the Star Theatre, Kowloon, commencing on Wednesday of this week, they will present the ballet ensemble, "Gypsy Nights" in conjunction with the picture attraction, "The Love Trap" starring Laura La Plante in a feature that will be having its initial screening at the Star Theatre.

PACIFIC FLIGHT ABANDONED.

BROMLEY TURNS BACK AFTER FIFTY MILES.

CONDITIONS TOO BAD.

Tokyo, Sept. 15.

Mr. Harold Bromley, the airman, and his partner, Mr. Gatty, who yesterday set out on an attempt to cross the Pacific, have turned back and landed at the village of Shiritsuka, near Cape Shiriya.

The point where they landed is fifty miles north of Samishiro, whence they started out on their trans-Pacific attempt yesterday morning.

The fliers are reported to be unhurt.

Although very meagre details are available in Tokyo, it appears that the plane, the "City of Tacoma," turned back late on Sunday afternoon after passing Cape Lopatka, the aviators being convinced that it would be futile to make the attempt in a battle with fogs, rain and adverse winds.—*Reuter.*

Earlier messages received regarding the flight were as follows:

Nagasaki, Sept. 14.

A message from Sambongi states that Bromley and Gatty started their trans-Pacific flight at 5.08 this morning. The take-off was flawless. The big vermilion monoplane "City of Tacoma" rose from the packed sand runway after a run of 1,700 metres, turned north-eastward and disappeared in the direction of Cape Erimo.—*Reuter.*

Tokyo, Sept. 14.

The *Asahi* says that it learns that Bromley was off Cape Lopatka, Kamchatka at 4 o'clock, Japan time. However, the Government wireless at Ochiishi reported the plane's position at 3 p.m. Japan time, as north-east of Urup Island, making eighty miles an hour in dense fogs.—*Reuter.*

THE INDIAN PEACE PROPOSALS.

VICEROY DENIES PUBLIC SUGGESTION.

Simla, Sept. 14.

The Viceroy has sent a letter to Sir Tej Bahadur Sapru and Mr. Jayakar, regretting the references to confidential conversations and publication of notes which His Excellency has not seen or approved of, in connexion with the attempt to get the Congress leaders to put an end to the civil disobedience movement, which, as reported on September 9, was a failure owing to the impossible demands of the other side.

The Viceroy specifically denies the suggestion that the Government of India might entertain proposals for a partial repudiation of the public debt, but admits that the peacemakers made an unintentional error in this matter. He generally pays a tribute to their services.—*Reuter.*

AUSTRALIAN AIRMAN AT SINGAPORE.

MAKES FORCED LANDING IN A SWAMP.

Singapore, Sept. 14.

The Australian airman Cunningham, who left Wyndham, West Australia, on August 5 on a flight to England, and was reported a month ago as having had trouble in landing in the Dutch East Indies, has resumed his effort.

After experiencing magneto trouble, he again took off from Batavia but was forced to land in a swamp within easy reach of the Royal Air Force aerodrome here. He had previously discovered a petrol leak, but kept on until the engine stopped.

The machine was damaged, but Cunningham was not injured.—*Reuter.*

EARTHQUAKE SHOCK IN GREECE.

COLLAPSE OF HOUSES IN VILLAGES.

Athens, Sept. 14.

Several houses in the villages of Sophike and Almire have collapsed owing to an earthquake shock.—*Reuter.*

APPEAL TO PRIVY COUNCIL.

LEAVE GRANTED IN MORTGAGE CASE.

COURT DECLINES TO FIX A TIME-LIMIT.

POINT SETTLED.

Within fifteen days, the Court of Appeal has been called upon to hear two applications for leave to appeal to the Privy Council, being two of the cases heard in the Full Court of Appeal a few weeks ago. On September 3 leave to appeal to the Privy Council was granted in connexion with the case concerning the assets in Hongkong available in the Russo-Asiatic Bank's liquidation, and this morning Tsang Chuen, a partner in the Kam Chung Bank, No. 105, Queen's Road Central, was granted leave to appeal in a mortgage case, the respondent being Li Po-kwai, *alias* Li Kan, No. 1, Seymour Terrace, Hongkong.

A point concerning the fixing of a time limit for preparation of the record for dispatch to England, which was raised at the hearing of the Bank's application, was selected this morning, the Court deciding not to fix a time limit.

Original Claim.

Originally Li Po-kwai, *alias* Li Kan claimed to be the Crown lessee of certain lands and buildings which he transferred to himself under the name Li Kan and his son (Li Nga-ching, second defendant) by a deed of assignment on March 9, 1927, for a consideration of $16,000. Plaintiff declared that he never intended his son to have any beneficial interest, that the money was never paid, and that his son did not know of the assignment at the time. Subsequently, it is alleged, the son mortgaged the property to first defendant Tsang Chuen for $25,000 and his present whereabouts are unknown.

Plaintiff asked for an order that Tsang Chuen re-assign the property and for a declaration that he (plaintiff) was entitled to the property free of the mortage.

Judgment Affirmed.

The case was heard by Sir Henry Gollan who gave judgment in favour of plaintiff. Subsequently the case went before the Full Court of Appeal (Sir Peter Grain, Sir Joseph Kemp and Mr. Justice J. R. Wood) when the judgment was affirmed.

This morning the application was made to the acting chief Justice (Mr. Justice Wood) and Mr. Justice Jacks.

Mr. C. G. Alabaster K. C., instructed by Mr. F. X. D'Almada, senior, of Messrs. D'Almada and Mason, was for the appellant while Mr. F. C. Jenkin, instructed by Mr. E. Davidson, of Messrs, Hastings, Denny and Bowley, was for the respondent.

Right of Appeal.

Mr. Alabaster said that the case came on for trial before the former Chief Justice (Sir Henry Gollan) who subsquently delivered judgment in favour of Li Po-kwai. An appeal was heard and the judgment was confirmed.

Counsel pointed out that as the amount involved was over $5,000 appellant had the right to appeal the other conditions having been fulfilled.

One of the conditions, however, was the imposition of a period of time in which to get the record ready. He had received a letter from the other side, however, suggesting that there should be no time limit.

Mr. Alabaster read the letter which stated that the legal advisers for the respondent suggested that no time limit should be fixed. No long ago, the letter continued, six months was the time limit fixed and there was a danger that such a limit would become the practice of the Court. In their opinion, founded on cases they knew of, the practice generally had been not to fix a time limit at all and they thought that was the most convenient course to pursue.

Want Practice Settled.

In some cases, a limit of six months was too little, while

(Continued on Page 12.)

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STARTLING TURN IN CHINA WAR.

SHANTUNG TO BE A BUFFER ZONE?

Peking, Sept. 13.

Many reports have been current here for some time, and are gaining more credence, that the Shantung Generals intend shortly to make a declaration in favour of peace, thus practically making Shantung a neutral zone, or buffer State.

These Generals are said to include Han Fu-chu, Ma Hung-kuei, Shih Yu-san and Chen Tiao-yuan. They would do no more fighting and Shansi would thus be freed of the menace on the Hopei border, and would be enabled to send troops to the Lung-Hai and Peking-Hankow fronts.

Han Fu-chu, Ma Hung-kuei and Shih Yu-san have been sworn friends for a long time, and always were considered "grey Generals."

Ma Hung-kuei's hands are tied this year owing to his father being virtually a hostage in Nanking, but recently Ma Fu-hsiang left Nanking for the front on a plea of visiting Marshal Chiang Kai-shek. He is now stated to be safe in his son's camp.

Shih Yu-san is a native of Kirin and has received considerable supplies this year from Chang Tso-hsiang, and is under his influence. By taking this step these Generals would all come under the hegemony of Mukden, thus greatly strengthening Chang Hsueh-liang, who would thus practically control Shantung and possibly Anhui as well.—*Reuter.*

FRENCH NAVAL NEED.

DEFIANT SPEECH BY THE MARINE MINISTER.

Paris, Sept. 13.

Apropos the Franco-Italian Naval conversations in continuation of the London Conference, it is noteworthy that M. Dumesnil, the Minister of Marine, in an interview, stresses France's position as "the second colonial power in the world" and her need for sufficient naval forces to defend her overseas possessions and also her own coast.

He said he energetically upheld this thesis at the London Conference. Things had not changed since then and "our right is uncontestable and our position impregnable."—*Reuter.*

A Stronger Fleet.

Paris, Sept. 13.

M. Dumesnil, Minister of Marine, in an article in *Le Journal*, outlines the measures being taken to strengthen and improve the efficiency of the French Naval Forces in the Far East.

He has appointed Vice-Admiral Herr to the command, and is building vessels, specially designed for service in Far Eastern waters. Many of them will be able to navigate rivers.

Young officers are being appointed wherever possible.—*Reuter.*

FATE OF FRANKLIN EXPEDITION.

SOME DIE FROM SCURVY AND OTHERS STARVE.

Fort McMurray, Sept. 13.

The tragic fate of the Franklin Arctic expedition, when Sir John Franklin was lost 83 years ago, is now reconstructable from discoveries of relics made by Major Burwash, Canadian Government explorer.

According to Burwash's pilot, Gilbert, there is evidence that some of the adventurers died of scurvy, and others starved to death.

Several graves, arranged in an orderly fashion, were found, indicating that the men died one by one, and were buried by their companions. Bones and skeletons were discovered in rocky cairns, also a jacket, a pair of bearskin trousers, and tent coverings.

During the flight the remains of the derelict ship were seen.—*Reuter's American Service.*

LOCAL RADIO.

STUDIO PLAY IN TO-DAY'S PROGRAMME.

To-day's radio programme to be broadcast by Z. B. W. on a wavelength of 355 metres:

6.00 p.m. Chinese programme.

7.00 p.m. European programme of Columbia records selected and supplied by Messrs. The Anderson Music Co.

The Gold Diggers of Broadway-Selection.
Regal Cinema Orch. 9912.
The Lily of Laguna.
Little Dolly Daydream.
Kit Keen-Baritone. 5720.
How to Fly an Aeroplane.
by Sir Alan Cobham. 9161.
She's so unusual. Foxtrot.
Sunnyside Up, Foxtrot.
Ben Selvin and his Orchestra. 5679.

7.30 p.m. From the Studio. The Rev. Mr. H. R. Wells. The first of the series of lessons. "Cantonese for Everyone."

7 p.m. I'm in seventh heaven.
Little Pal.
Organ Solo by Terance Casey. 5625.
Napoleon.
She's Mine.
Billy Bennett-Comedian. 9237
Satisfied, Foxtrot.
O Ya Ya, Foxtrot.
Jack Payne and His B. B. C. Dance Orch. 5678.
The Modern Diver.
P. C. Lamb.
Mr. Flotsam and Mr. Jetsam. 5587.
Love me, or leave me, Foxtrot.
Redskin, Foxtrot.
Ben Selvin and His Orchestra. 5557.
I hear you calling me.
My Ain Folk.
The Maestros-Vocal Quintette. 5644.
Funny Face-A Few Drinks.
Tell the Goc.
Leslie Henson and Male Quartette. 9592.
Tannhauser-O Star of Eve. (Wagner).
Carmen-The Toreador Song (Bizet).
Harold Williams-Baritone. 9873.
The Lonesome Road.
Dinah.
Ted Lewis and His Band. 21811.

9.00 p.m. Weather report, Local Time and Press News.

New Sullivan Selection.
H. M. Grenadier Guards Band. 9495.
Studio Concert.
Mr. H. Anniss, Tenor.
b. Ailsa Mine. Newton.
b. Beloved it is Morn. Aylward.
Liebestraum (Liszt).
Nocturne in E Flat (Chopin).
Squire Octet. 9142.

The Studio Players will present "A Matter of Policy."

Characters. The Husband. The Wife. The Maid. The Agent.

Scene: A Breakfast room.
Time: Breakfast Time.
The Lark's Festival (Brewer).
The two Little Finches (Concert Polka).
The Regimental Band of H. M. Grenadier Guards Band. 9243.
Mons. Derenevsky-Violin Soloist.
a. "Tango" Albeniz-Dushkin.
b. "Loure" Bach.
Don Giovanni-Selection.
Bournemouth Municipal Orchestra. 50178.
Mr. H. Anniss-Tenor.
a. If I built a "World for you." Lehmann.
b. Pluck this little Flower. Landon Ronald.
c. "Sincerity." Clarke.
Die Fledermaus-Selection (Strauss).
Johann Strauss and Symphony Orchestra. 9247.
Mons. Derenevsky-Violin Soloist.
a. Melodie. Tchaikowsky.
b. Tambourin. Leclair-Kreisler.
Strauss March (Mezzacopl).
Bond of Friendship, March (Rogan).
The Regimental Band of H. M. Grenadier Guards. 4359.

10.30 p.m. Close down.

ZEPPELIN FIRED AT.

RUSSIA AND LATVIA DENY INCIDENT.

Berlin, Sept. 13.

The Latvian Government has been requested to explain why and by whom shots were fired at the Graf Zeppelin when it passed over Latvia this week in the course of a flight to Moscow and back.—*Reuter.*

All-round Denials.

Berlin, Sept. 14.

The Government is in a quandary regarding the shots fired at the Graf Zeppelin, as both Russia and Latvia deny that she was fired on over their respective territories.

Riga adds that Latvian frontier guards in the district of Dagda heard shots fired when the airship was over Russia.—*Reuter.*

FATAL FALL FROM BALCONY.

DEATH OF JAPANESE OFFICIAL.

A sad tragedy marred a dinner party held at the Tokyo Hotel on Saturday night. The occasion was a farewell to one of the members of the Japanese community, Mr. Kinzo Kitazawa, the Secretary of the Japanese Consulate.

The party was composed of a few Japanese merchants and officials from the Consulate. They sat down to dinner at 7.30 p.m., and at about 11.30 p.m. they retired to the lounge on the second floor. The party was at its height when the tragedy occurred. Mr. Kitazawa was seen to go to the railings and lean against them. Suddenly he lost his balance and fell into the street, in his fall striking the iron railings on the balcony of the first floor.

Appalled by the sudden catastrophe, the rest of the party rushed down into the street where already a crowd had collected. Mr. Kitazawa was picked up unconscious and hurried to the Government Civil Hospital, where he died about three hours later.

Only 29 years old, Mr. Kitazawa had been in the Japanese Consular Service for some time. He had previously been connected with the Japanese diplomatic service in China. He was a very popular member of the community and his death will come as a shock to many who knew him. It was only about three days ago that Mrs. Kitazawa went to Japan, and Mr. Kitazawa was to have gone to join her in a few days. Much sympathy will be extended her in her sad bereavement.

GOVERNMENT HOUSE.

Monday, Sept. 8.—Captain Skinner lunched at Government House. The following were the guests at dinner:—H.E. Major General Sandilands, H.H. Mr. J. R. Wood, Rear Admiral R.A.S. Hill, Hon. Mr. and Mrs. Hallifax, Hon. Sir Shouson and Lady Chow, Hon. Dr. and Mrs. Kotewall, Sir Robert and Lady Ho Tung, Mr. and Mrs. Ho Kom-tong, Miss Hallifax, Comdr. Pasmore, Capt. Cameron, Mr. Swayne.

After dinner the party attended the performance at the Ko Shing Theatre.

Tuesday, Sept. 9.—Lady Stonehaven, The Hon. Ariel Baird, The Hon. Hilda Baird, and Lt. Nichol, R.A., left Government House.

Thursday, Sept. 11.—Mrs. Buckland lunched at Government House.

His Excellency presided at the meeting of the Executive Council.

His Excellency and Lady Peel attended by Mr. G. W. A. Tufton (Private Secretary) visited the Soldiers and Sailors Home.

Friday, Sept. 12.—Miss Salmond arrived at Government House.

His Excellency presided at a meeting of the University Council.

Saturday, Sept. 13.—His Excellency and Lady Peel attended by Capt. Coltman A.D.C. attended the Hongkong Police Swimming Sports at the Victoria Recreation Club.

Sunday, Sept. 14.—The following were the guests at dinner.—Col. and Mrs. Brownrigg, Mr. and Mrs. Dyer.

After dinner the party attended a performance at the Queen's Theatre.

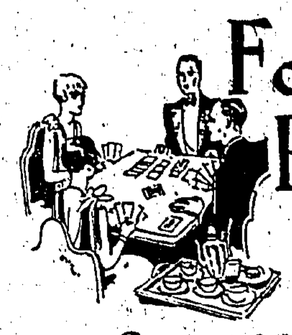
BAND CONCERT.

LAST OF SEASON ON WEDNESDAY.

The last Kowloon band concert of the season is to take place on Wednesday night, according to an announcement by the K.R.A. The full Military Band of the Argyll and Sutherland Highlanders will play and an interesting and varied programme has been arranged.

Owing to the funds not allowing for additional expenses, the conclusion of the series of concerts with a massed band performance will not be possible.

The programme for Wednesday's concert will include some new and popular features in reel and sword dances and some Highland turns. Weather permitting, a record attendance is anticipated.


For the Bridge Party
Cut some stale bread into thin slices and fry in butter until they are crisp; cover them while still hot with some finely-grated Gerber's Petit Gruyère Cheese and spread with a little mustard. Garnish with slices of gherkin. This makes a delicious savoury.
Gerber's Gruyère Cheese

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D1635	Chorale Prolude.	*Myra Hess. Piano.*
	Gigue.	" "
D1618	Menuett.	*Cassado. Cello.*
	Chanson Villagilose.	" "
D1624	Chanson Hindous.	*Squire. Cello.*
	Reigen	" "
D1637	Minnelied.	*Tertis. Viola.*
	On Wings of Song.	" "

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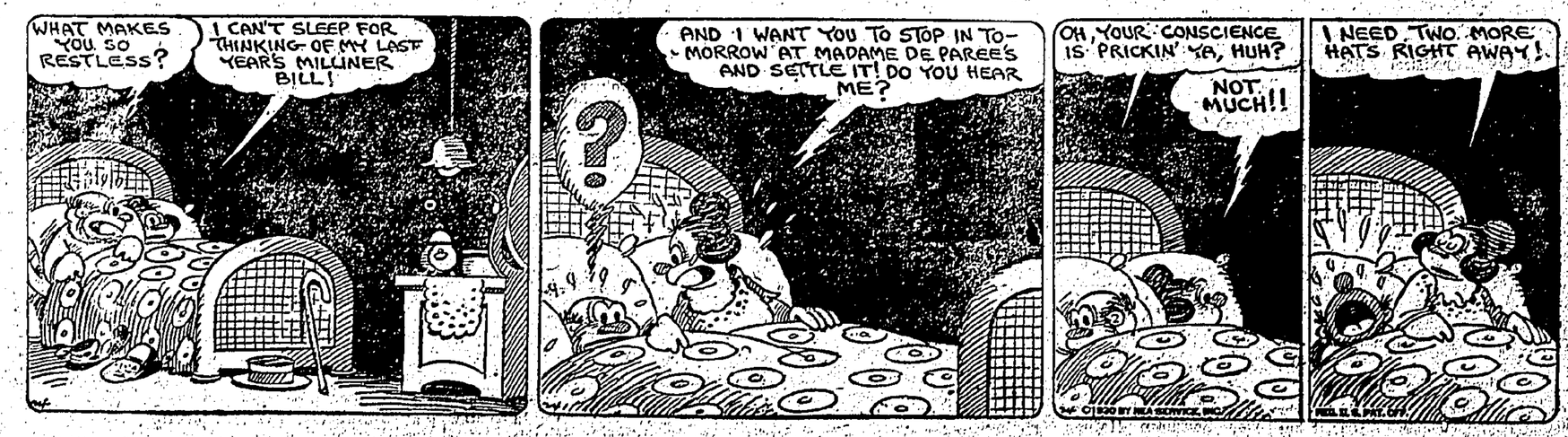


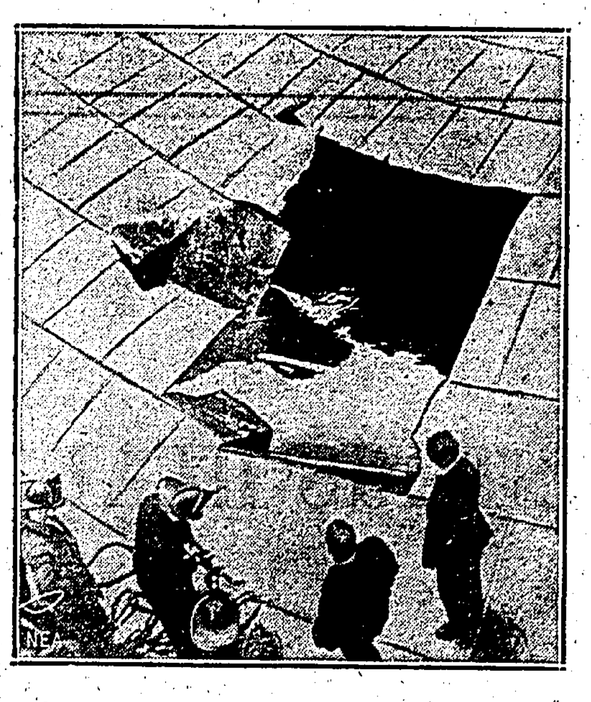
The grim scene of devastation in Ariano, Italy, after the earthquakes had passed, is shown in this striking picture. Note the rescue workers still at their grim task of extricating the bodies of quake victims from the jumbled ruins buildings. More than 200 persons were killed and other hundreds injured in Ariano alone.

Leaders of the younger set in London's aristocratic society. The Hon. Angelia Greenwood and Miss Elizabeth Egerton Warburton.

A happy snap entered in a Shanghai holiday picture competition.

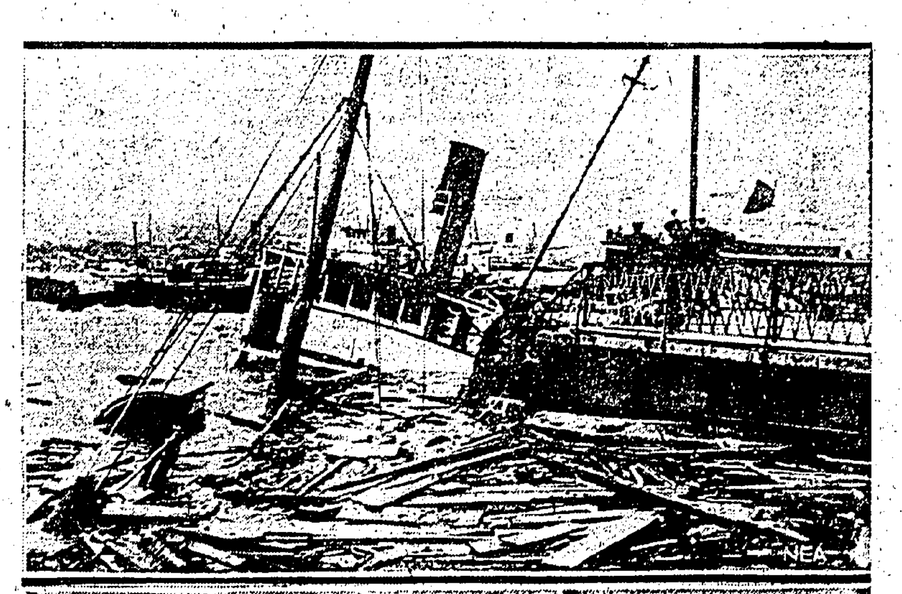
Other nations may have modern ideas, but the old drama that came to Siam from India centuries ago is still preserved and here you see two popular dancers from the classic Siamese stage.

Mr. L. H. M. Mecredy, probationary Assistant Superintendent, Straits Settlement police.



Chicago firemen are shown here as they searched for the bodies of Orville Suchy, pilot, and two girl passengers who were killed when their plane plunged into a storage tank at a gas plant.

A charming snap at a children's tea table taken in Shanghai.



Dozens of vessels and fishing smacks went to the bottom of Nagasaki harbour when a typhoon recently hit the southern part of the country killing hundreds and doing damage estimated at 100,000,000 yen. Above, the wreckage-strewn harbour at Nagasaki, and below, fisheries market at Hakata, Fukuoka prefecture, demolished by the typhoon with great loss of life.

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You cannot expect fine tailoring from the man who offers a suit a little more than the cost of the cloth. You are not then purchasing proficiency.

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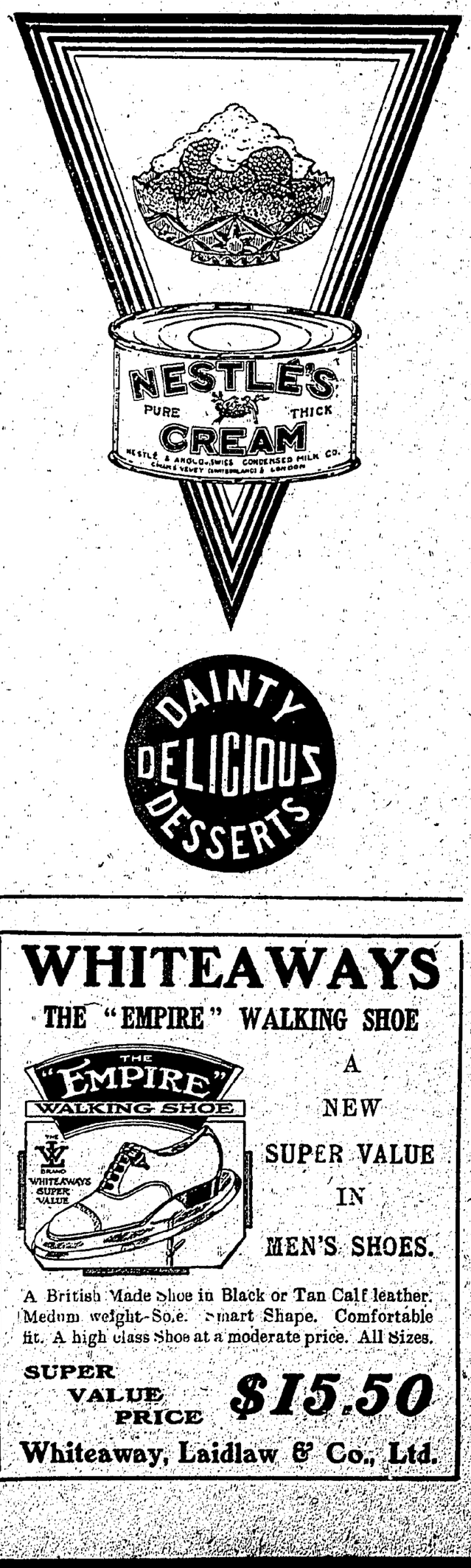
May we show you our new autumn patterns in every popular cloth for the season?

Mackintosh's



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World-wide service—Civil, Criminal, Private. "You want results we get them." Strictest Secrecy. HONG-KONG PRIVATE INVESTIGATION BUREAU, 25, Des Voeux Road Central.

WANTED KNOWN.

SHIRTS! SHIRTS!! SHIRTS!!! Mr. Toyo Murakami's representative will arrive from Shanghai about the end of September. The date of his arrival will be announced later by KOMOR & KOMOR.

APARTMENTS TO LET.

AIRLIE HOTEL.—23-25 Nathan Road, Kowloon. Under European Management. Excellent Cuisine, Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57357.

PREMISES TO LET.

TO LET.—Office Rooms, Hongkong [illegible] Shanghai Bank Building. Apply [illegible] Kee, same Building.

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CONSIGNEES' NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship,

"ANDRE LEBON"
Arrived Hongkong on Monday, the 15th September, 1930.
From MARSEILLES, &c.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days, including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before Wednesday, the 24th September, 1930, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Goddard & Douglas at 10.00 a.m. on Monday, the 22nd September, 1930.

No claims will be admitted after the Goods have left the Godowns.

No fire insurance will be effected by us in any case whatever.

R. OHL,
Agent.
Hongkong, 15th September, 1930.

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37, Queen's Road C., 2nd floor.
Expert Masseuse

New Advertisements.

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Seventh Extra Race Meeting to be held on SATURDAY, 27th September, 1930, (weather permitting) may be obtained at the Race Course, Hongkong Club, and Causeway Bay Stables.

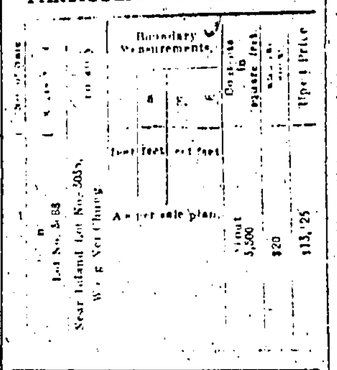
Entries close at 12 o'clock noon on THURSDAY, 18th September, 1930.

G. R.

NOTICE.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 15th day of September, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chung, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.



OWING to the Gratifying Increase in our turnover, we have decided

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Discount for Cash on all Purchases not less than $10.

From September 15th, 1930.

Tajmahal Silk Store
5, Wyndham Street.
Tel. 26136.

GASSED AFTER ACQUITTAL.

CAPTAIN'S INJURY IN CHILDHOOD.

Sir Bernard Spilsbury, the famous pathologist, was a witness at the inquest on Capt. Edward Morton Durrant, who was found gassed at his lodgings in Redhill-street, N. W.

Five months ago Durrant, who was 42, was found unconscious in a Highgate flat, and at his side was the body of Mrs. Julia Bardsley, with whom he had been living. Both had been gassed, but Captain Durrant recovered and was charged with the murder of Mrs. Bardsley. Durrant said he had no desire to kill himself, and did not know that Mrs. Bardsley intended suicide. The jury found him not guilty, and he was discharged.

A brother, the Rev. J. F. Durrant, of Chelmondiston Rectory, near Ipswich, told the coroner at the inquest that the captain's last occupation was selling carpet-sweepers on commission.

Lost a Leg.

The captain was with the Connaughts from the outbreak of the war and served in France and Mesopotamia, where he lost a leg. Since the war he had been irresponsible and shown lack of will power. He had only his pension, about £140 a year, to live on.

A police witness said there were several pawn tickets in the room.

Sir Bernard Spilsbury said he found a large area of softening of the brain, which was of old standing. "It might be connected with the injuries which had led to the leg amputation."

Captain Durrant's brother asked whether the brain ailment might be accounted for by a fall in childhood, and Sir Bernard replied "Yes."

"He had a fall out of a perambulator as a baby," said Mr. Durrant.

The jury returned a verdict of "Suicide while of unsound mind."

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on THURSDAY,
the 18th September, 1930,
commencing at 11 a.m.
at their Sales Room, Duddell Street

10 Pairs Shoes.
22 Shirts.
12 Hose.
24 Dozen Neckties.
19 Pieces Silk Embroidered Shawls.

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HYDROPLANE IN A LAKE.

PASSENGER SWIMS AFTER LOSING AN ARM.

GENEVA DISASTER.

Two Swiss holiday accidents have resulted in the deaths of two women and three men, and serious injuries to two other men.

An acident to a hydroplane on Lake Geneva claimed three of the lives and resulted in the injuries to the two men—the pilot and the mechanic of the machine. The other accident occurred in the Alps, two Austrian climbers being the victims.

The hydroplane, which dived to disaster on Lake Geneva, was on a service between Ouchy and Evian. The machine had covered about a mile from Ouchy, flying low, when its right wing dipped and struck the surface of the lake, the shock causing the hydroplane to dive. Motor-boats rushed to the rescue, picking up the pilot, Henri Vallin, the mechanic, Rene Billgot, and a woman passenger, Madame Carlier, (42), of Lille.

Young Couple Lost.

Her arm had been torn off in the crash, but she managed to crawl from the cabin of the hydroplane and swim about until the motor-boats reached her. She died in hospital this morning.

The two other victims, M. Crellier-Monnier aged 28, of Lausanne, and his 29-year-old wife, went down with the machine and so far their bodies have not been found. All three passengers were on holiday.

The pilot has made a statement in which he says the misfiring of the right motor upset the balance of the hydroplane. It is alleged that he had orders not to start owing to stormy conditions, but the weather seemed to be improving at the time of the take-off.

In the Alpine accident, the Austrian climbers were found dead, suspended over an abyss by the rope which joined them, 40 yards below the summit of the Col des Droites, on the Mont Blanc range, and close to the spot where two Geneva alpinists lost their lives recently.

Apparently one had slipped and dragged the other with him. The rope had caught a jutting rock, but had not snapped. Their deaths are believed to have been instantaneous.

The climbers, Karl and Hans Schmiedl, of Vienna, left the Couvercle for Col des Droites, whence they intended to attack the difficult climb of the Droites.

Alpenstocks as Clue.

As they did not return they were thought to have bivouacked, but it was learned that two French alpinists who had crossed Col des Droites from Argentiere—a feat which had not been repeated since it was first accomplished 30 years ago—had found two alpenstocks on the glacier, which must have fallen from the neighbourhood of the Droites.

They hastened to seek help, and encountered a British tourist who, abandoning his plans, lent his guide and porter. Others joined in the search, and the bodies of the two Austrians were found.

BELGIAN ROYALTY.

NEW TITLE GIVEN TO THE CROWN PRINCE.

Brussels, Sept. 13.

In connexion with the birth of a heir presumptive, Prince Baudouin, a decree states that the eldest son of the Dukes of Brabant (the Crown Prince) will in future be known as the Comte de Hainaut.—*Reuter.*

CINEMA NOTES.

"FAST COMPANY" AT THE CENTRAL THEATRE.

"Fast Company" was on view yesterday and will doubtless be for some days to come at the Central Theatre.

"Fast Company" has to do with a "bush league" ball player, Jack Oakie, who plays baseball so well that he is signed by the Yankees. He leaves his little old home town and is plunged into the fast company of city-bred girls and big league players. He becomes the tower of strength on the Yankees and they win the pennant. Then comes the World's series with Pittsburgh. With the deciding game to be played on the morrow, a number of upsetting events project themselves into the pathway of success for Oakie. His girl turns his down, and a gang of smart gamblers make him their unwitting dupe. All seems dark when a very happy twist of fate saves the days for the boastful but lovable hero.

Everybody who ever read Lardner's stories will want to see this picture. It is based on an original Ring Landner story and Director Sutherland has exerted all his directorial ability to have the famous slang dialogue of the great humorist injected into the play. Jack Oakie is what showmen call a "natural" comedian for the part he plays. He is a bragging, happy-go-lucky, likeable youth, and his comedy-cracks collect hundreds of laughs.

All the advantages of sound recording are brought into the production. You hear the fans yelling, you hear the players razzing the other team, you hear the crack of bat on ball. You hear the American "slanguage" as she is spoke." Evelyn Brent is swell as the city-bred girl who finally falls for Oakie. "Skeets" Gallagher is the quick-tongued manager of Oakeie, and Gwen Lee is the blonde and comedy girl friend who helps muss up the progress of the love plot.

"Rio Rita" Coming on Thursday.

The voice that has been the talk of Hollywood this season will be heard from the screen of the Central Theatre on Thursday. It belongs to Bebe Daniels and will be heard singing the songs of "Rio Rita," the Radio Picture operetta sensation.

In all the revolutions and surprises talking pictures have brought into the film industry, nothing has created more of sensation than the "discovery" of the remarkable singing voice possessed by this favourite of the silent screen.

Opposite Bebe in the film version of Flo Ziegfeld's most famous musical show will be seen John Boles, erstwhile favourite of the musical comedy stage, and the tenor most in demand in talking pictures.

The cast which has transferred the Broadway hit to the sound screen is a large one and includes many favourites of both stage and screen. Bert Wheeler and Robert Woolsey will be seen in the comedy roles they created in stage version of "Rio Rita." Dorothy Lee, the baby-talk comedienne of "Syncopation;" Helen Kaiser one of Ziegfeld's "glorified" girls; Georges Renavent, French stage star; Don Alvarado and Nick de Ruiz, former tenor of the Metropolitan Grand Opera Company, are others in the large featured cast.

Much of the film was photographed in technicolour. The sets and costumes which dress this romantic operetta of the Rio Grande country are the most sumptuous yet seen on the sound screen.

Songs and Dances in M-G-M Talkie.

Singing and dancing are said to play an important part in "Children of Pleasure", Metro-Goldwyn-Mayer's all-talking adaptation of Crane Wilbur's stage hit. "The Song Writer". Among those who will contribute to either the vocal or terpsichorean end of the production when it opens on Tuesday at the Queen's Theatre, are Lawrence Gray, last seen and heard in the Duncan Sisters comedy, "It's a Great Life", Wynne Gibson and Helen Johnson, imported to Hollywood from the New York stage; May Boley, erstwhile vaudeville headliner; Benny Rubin, Kenneth Thomson and Lee Kohlmar.

Six songs are listed for the picture including "The Whole Darned Thing's For You" by Roy Turk and Fred Ahlert, "A Couple of Birds" by Montgomery and Ward, and four numbers by Fred Fisher, composer of "Dardanella", Fisher contributing "The Better Things In Life", "Leave It That Way", "Girl Trouble" and "Dust". The picture is also said to include a variety of revues and stage skits.

Harry Beaumont, producer of "The Broadway Melody", directed. The story, which rumour has it, was inspired by the romance of Irving Berlin, concerns a successful Broadway song writer who is about to marry a society girl when he discovers at the dress rehearsal of their wedding that the girl considers the matter in the light of an "experiment". The picture contrasts the life of the debutante with that of the Tin Pan Alley song plugger revealing the almost insurmountable barrier of class distinction between the two. It is said the producers considered the plot particularly adaptable to screen use in the opportunities afforded by the two distinct locales for interesting scenes.

"The Last Command."

What is believed to be one of the most powerful dramas ever enacted on the American screen was shown at the Majestic Theatre, Kowloon, yesterday, in Paramount's latest production starring the international and incomparable actor, Emil Jannings, in "The Last Command." A great warrior, mighty in power, beloved by his men; a traitor and a girl befriended by him; a revolution, poverty; that in brief is the bare outline of Emil Jannings production which captured the audience yesterday.

"The Last Command" is a worthy successor to Jannings' previous production in which he appeared before the film going public in "Variety", "The Way of All Flesh" and "The Patriot." Jannings does an unbelievable characterization of a Russian general and is then torn from his riches and might by the revolutionists.

Josef von Sternberg, whose "Underworld" was classed as motion picture sensation, directed this new Jannings picture which is from the pen of John F. Goodrich. Paramount has given Jannings a marvellous supporting cast, one which might be termed all-star. Evelyn Brent is the Natascha of the story, with William Powell as Leo the traitor. Michael Visaroff plays Serge, the body-guard to the general, the direct cause of his downfall and ultimate tragic existence.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.

Hongkong Bank, $1510 b.
Chartered Bank, £16½ n.
Mercantile A. & B., £27 n.
East Asia $110 s.

Insurances.

Canton Ins., $995 b
Union Ins., $450 b.
North China Ins., Tls. 160 b
Yangtsze Ins., $50 n.
China Underwriters, $2.90 s
China Fires, $400 b.
H. K. Fire Ins., 1060 b.

Shipping.

Douglases, $28½ b.
H. K. Steamboats, $25½ b.
Indo-Chinas, (Def.) $35 n.
Union Waterboats $32 n.

Mining.

Benguets, $9 n.
Kailans, 30/- n.
Langkats, Tls. 8½ n.
S'hai Explorations, Tls. 1.30 b
Raubs, $23½ sa.

Docks, etc.

Kowloon Wharves, $162 s
Whampoa Docks, $35 s.
China Providents $5 35 b.
Hongkews, Tls 275 b.
New Engineerings, Tls. 7½ n.
Shanghai Docks, Tls. 117 n

Cottons.

Ewo Cottons, Tls. 12.25 s.
S'hai Cottons, Tls. 82½ (old) n

Lands, Hotels, etc.

H. and S. Hotels, $11.35 s
H. K. Lands, $78½ n.
do. 75 n. x Rights
do. Rights 13½ b.
S'hai Lands Tls. 298 b
Humphreys, $16 s
Realties, $8.75 b
Chinese Estates $87 n

Public Utilities.

Tramways $18.10 b.
Peak Trams (old) $13.40 b
Star Ferries, $84 s
China Lights, (Old) $24.90 b
H. K. Electrics, $78 b.
Macao Electrics, $23 n
Telephones $35 b
China Buses, Tls 19½ b.
Singapore Tractions 8 n

Industrials.

China Sugars, $1.15 s
Malabons, $27 n.
Cald: Macn. Ord: Tls. 10.75 n
Canton Ices, $3 n
Cements (Comb.) $18. s.
Ropes $11 b.
United Asbestos $5 n

Stores, etc.

Dairy Farms, $36 60 s
Watsons, $11 90 n.
Def A. Wings, $1 b
Lane Crawfords, $3. b
Mackintoshs, $19 n
Sinceres, $11 60 n.

Miscellaneous.

Amusements, $25 b.
Constructions, $1.90 b
B'que Ind. G. Bonds, 61% n
H.K.G. Loan 8% Prem.

POST OFFICE NOTICE.

RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

NEW POSTAGE RATES.

The following rates of postage are now being charged on letters (other than postcards) addressed to the following destinations:—

Destination	Rate of Postage
Places in the Colony	3 cents for each oz. or part of an oz.
United Kingdom and British Possessions and Protectorates	8 cents for each oz. or part of an oz.
Macao China proper, excluding Sinkiang, Mongolia and Thibet	4 cents for each oz., or part of an oz.
Foreign Countries generally	14 cents for the first oz. and 8 cents for each additional oz. or part of an oz.

The special rate of 2 cents per 4 ozs. on newspapers published in the Colony and addressed to Hongkong, United Kingdom, British Possessions and Protectorates, China and Macao has been abolished and the rate of 2 cents per 2 ozs. substituted therefor.

Circulars for addresses in the Colony or Wei Hai Wei, which are posted in batches of not less than ten of uniform size and weight, and which are posted by being delivered to an officer of the Post Office, are now charged postage at the rate of 2 cents for each 2 ozs. or part of 2 ozs. instead of 1 cent per 2 ozs. as heretofore.

INWARD MAILS.

From	Per	Due.
Shanghai	Alipore	September 16.
Calcutta and Straits	Kumsang	September 16.
Straits	Van Heutsz	September 16
Australia and Manila	Aki Maru	September 16.
Japan and Shanghai	Sphinx	September 16
Batavia	Tjibadak	September 17.
Japan	Asama Maru	September 17.
London Parcels (14th August) and Straits	Antenor	September 18.
Europe via Negapatam, (letters only London, 21st August and parcels 14th August)	Antenor	September 18.
Java	Stagen	September 18.
Japan and Shanghai	Kashima Maru	September 19.
Straits	Fushimi Maru	September 20.
U. S. A., Honolulu, Japan and Shanghai (San Francisco, 22nd August)	Pres. Harrison	September 20.
Amoy	Tjikembang	September 21.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 29th Aug.)	Pres. Taft	September 22.
Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver B. C. 4th September)	Emp. of Japan	September 24.

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time.
Amoy	Chinhua	Mon., Sept. 15, 3.30 p.m.
Sam Shui and Wuchow	Toyshan	Wed., Sept. 17, 4 p.m.
Shanghai and *Europe via Siberia	Andre Lebon Registration Letters	Mon., Sept. 15, 5 p.m. 6 p.m.
Saigon, *Ceylon, *India, *Mauritius, *Egypt, *East and *South Africa, Aden, and *Europe via Marseilles	Sphinx K. P. O. Registration Letters G. P. O. Registration Letters (Due Marseilles 18th October).	Tues., Sept. 16. 10 a.m. 1 p.m. 1.15 p.m. 2 p.m.
Manila and Java via Sourabaya	Tjikarang	Tues., Sept. 16, 10.30 a.m.
Swatow, Amoy and Foochow	Haiyang	Tues., Sept. 16, 1 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Menelaus K. P. O. Registration Letters G. P. O. Registration Letters (Due Marseilles 16th October).	Tues., Sept. 16. 1 p.m. 1 p.m. 1.45 p.m. 2.30 p.m.
Shanghai	Bennevis	Tues., Sept. 16, 1.30 p.m.
Swatow and Amoy	Van Heutsz	Tues., Sept. 16, 5 p.m.
Calcutta via Straits	Shirala Parcels Letters	Wed., Sept. 17, 5 p.m. 8.30 a.m.
Swatow	Foo Shing	Wed., Sept. 17, 8.30 a.m.
Japan	Aki Maru	Wed., Sept. 17, 9.30 a.m.

*superscribed Correspondence only.

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WITH
A BRITISH LAGER TASTE"

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SOLE AGENTS:
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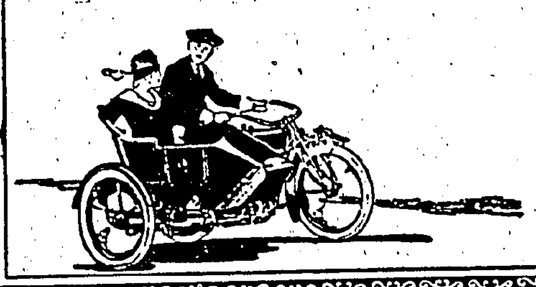
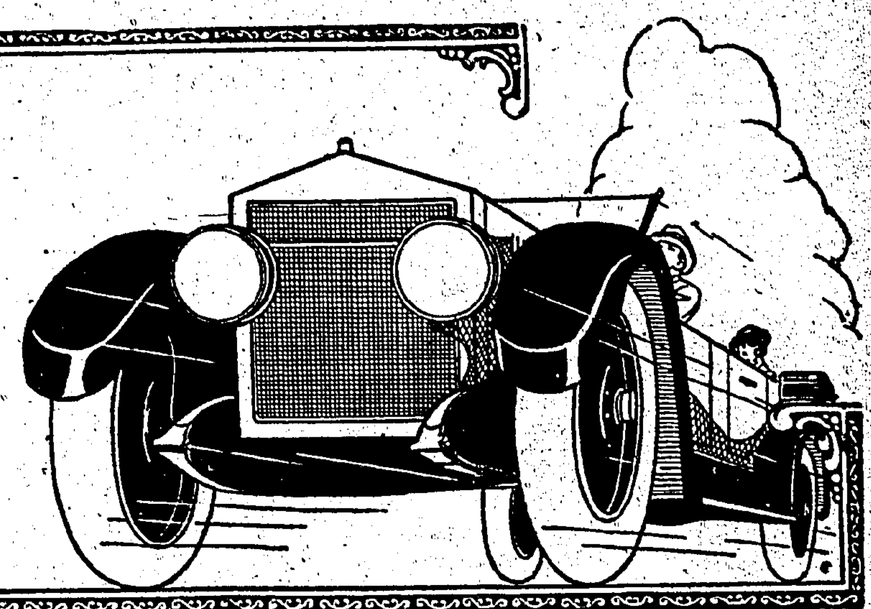


MOTORING
SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 13th. SEPTEMBER, 1930.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION



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CURRENT COMMENT

An Example.

What might have been a very serious accident recently, serves as an example of the danger caused by trees bordering motor vehicle throughfares, so placed, as to make it possible for vehicles to collide with them. The case in point refers to the mishap which befel an ambulance carrying an unconscious patient. Fortunately, beyond a few cuts sustained by the crew, caused by flying glass splinters, and the damage caused to the vehicle itself, nothing very serious happened, although sheer good luck must be thanked for the escape.

Now Is The Time.

There appears to be no provision made as yet to preserve parking space on the new Praya Reclamation, although it will be most disappointing if the opportunity to provide for future requirements is not made now. It does not need very much foresight to visualise the demand for parking space in that locality in a few years hence, and a sufficiently large area should be earmarked for the purpose now.

Supervision Wanted.

Although the so called "pirate cars" do undoubtedly serve a most useful purpose, the importunity of some of the drivers is calculated to cause them to lose all sympathy with the public. Empty cars are to be seen any evening following a circular route, Chater Road, Ice House St., Connaught Road, Pedder Street—and so on, obviously seeking fares. At times pandemonium reigns on the stand in Chater Road so eager are they to secure passengers, and the most unexplainable aspect of the whole nuisance is that the police take no action. Why these people should be permitted to create a public nuisance is passing understanding, for it surely should be an easy matter to provide adequate police supervision. The method of parking alone makes for confusion, although the end to end arrangement is doubtless intended to allow vehicles to move up as those in front are engaged. That this is not done is patent to any observer, and it would perhaps be better if a scale of charges were drawn up and posted in each vehicle, thereby removing the present bickering which all adds to the confusion. In the meantime, those desiring to engage a "pirate" will be rendering a public service by refusing to take one of the "touting cruisers," proceeding instead to the stand, and taking the first car of the line, thereby rewarding those drivers who are unfairly penalised by remaining on the stand.

Number Plates.

There is far too much lattitude in the matter of number plates for private vehicles, it being almost impossible to distinguish some numbers of passing vehicles, especially by night. A few private vehicles may occasionally be seen with the local plate attached above or on a Home number, and the effect is naturally confusing.

CHARING CROSS BRIDGE.

New Plan Wanted.

Westminster City Council recently considered a joint report of the Law and Parliamentary and Traffic and Public Lighting Committees on the proposed Charing Cross bridge scheme. The joint committee considers that, from the point of view of the City Council, any scheme for a road bridge at Charing Cross should provide adequate facilities for the dispersal of the traffic which it may reasonably be anticipated will use the bridge, and that a plan should be prepared showing how any consequential increase in traffic is to be dealt with.

MODERN ECONOMY IN INDUSTRY.

Sale of By-Products Reduces Costs of Manufacture at Ford Plants.

An increase of $2,570,100 in the by-products business of the Ford Motor Co. last year as compared with 1928 is shown in a report made public by the company today. Sales in 1929 totalled $19,344,373 while in 1928 they were $16,774,672.

The report serves to illustrate, according to officials of the company, the extent to which modern industry can reduce the cost of manufacturing and consequently the cost of its products to the consumer by the elimination of waste and the utilization of by-products.

In the Ford plants nothing is thrown away. Raw materials not only serve their purpose in the production of automobiles, but they are made to yield vast quantities of still other raw materials that are used in the plants or sold in the market.

The $19,000,000 worth of by-products mentioned in the report represent only the sales of the company. In addition several million dollars worth of by-products were used in the company's own manufacturing processes.

From coal, the company produced and sold $4,313,000 worth of coke in excess of its own requirements. In the production of the coke, $825,000 worth of ammonium sulphate was obtained and sold through Ford dealers organizations as a concentrated fertilizer. Light oil was retrieved in the process of making coke and from it in turn the company produced $2,357,000 worth of motor benzol which was sold through filling stations in Detroit and vicinity.

Waste wood from the Ford saw mills and body plants in northern Michigan is converted by destructible distillation into such useful products as charcoal and industrial chemicals. Sales of charcoal amounted to $509,000 an increase of nearly $147,000 over the year before. Products of wood distillation, which find their way into manufactured rubber goods, formaldehyde, artificial leather, lacquers, and a host of other things, showed an increase of nearly $237,000 for the year. Sales amounted to $561,000.

HUGE BUSINESS.

Sums totalling approximately £276,000,000 were advanced by finance companies of the United States during the current calendar year for automobile purchases.

LAW DECISION.

Car Insurance.

A Decision was recently given in the Appeal Court at Irak to the effect that in the event of the total loss of a car an insurance company must pay the full amount for which the car is insured, and not merely, as in Britain, what is known as the replacement value. It is believed that British concerns may be affected by the decision.

SPANISH DUTIES.

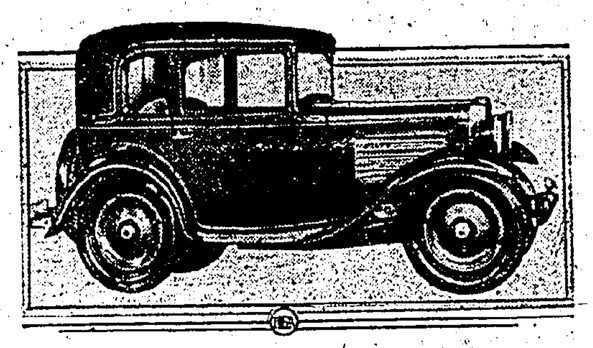
Motor Cars and Tyres.

With the object of improving the position of the Spanish exchange, increases of tariff duties have been placed on a number of imports. In the case of motor cars the duty is increased from 0.75 to 2 pesetas per kilog. At the present rate of exchange a peseta is worth about 6d. Taxes of 2 pesetas per kilog. on tyres and of 2.50 pesetas per kilog. upon pneumatic tubes are included in the duties.

AMERICA'S SMALLEST CAR.

Great Popularity Anticipated.

[By Israel Klein.]



The Bantam Austin . . . solution to the traffic problem?

Butler, Pa., June 28.

The new "Bantam" Austin, America's smallest automobile, will soon be seen scooting in and out of the traffic and parking in the spaces left by larger cars, with its initial appearance today.

It is the smallest car ever shown, smaller even than the tiny Scripps-Booth that older motorists might recall. Its cost is $445 at the factory here.

Its appeal, according to its manufacturers, will mostly tend toward the family needing a second or third automobile for shopping purposes, the business man who has to make short run calls, the small business requiring an appropriate delivery car and the school boy and girl who demand economical transportation that would not take up too much space on the campus.

The Bantam Austin is there for all these, for it has only a 75-inch wheel base, against 103 of the nearest small car, and only a 40-inch tread, against 56 of the average auto.

Copy of English Car.

The car that is being shown today throughout the United States for the first time is the American edition of the English Austin. It looks almost like its original, which also has been quite Americanized in appearance, has exactly the same engine and chassis, and the same operating characteristics, but is built entirely in this country.

The car is low, although it has a clearance of 8⅜ inches, and is rather roomy inside once its occupants gets in and settle down. There might be some difficulty, however, for tall or stout people in getting in and out of the machine. It provides for two passengers.

Perhaps most unusual about the car is the tiny motor, a fourcylinder L-head engine about half the size of the regular four now on the market. It develops almost 15 horsepower and is so economical, say its makers, that it will do 40 miles on a gallon of gas and will speed the car up to 45 and 50 miles an hour.

Remarkable about this car is the fact that it is built almost entirely on ball and roller bearings—the crankshaft, transmission shaft and rear axle. It has four-wheel internal expanding brakes and special shock absorbers front and rear.

Cheap to Operate.

So light is the car, weighing only 1,180 pounds, that it is declared it will travel from 20,000 to 40,000 miles on one set of tyres, while the operating expenses for gas, oil and tyres will be less than three-fourths of a cent a mile.

"The little Austin," says A. J. Brandt, president of the American Austin Car Company, "is introduced as an auxiliary for every type of automobile.

"Because of its size, weight and ease of operation, the Bantam Austin brings a solution of some of our most urgent traffic and parking problems. Highway experts see in it an important factor that will encourage necessary rather than waste transportation on our roads, for it is clear that motorists who use a five-seated passenger car for two-seated transportation requirements add much to the problem of traffic congestion."

SCRAPPED ANTIQUES.

£5 Per Car.

FORD FINDS IT PAYS.

Following the wrecking of more than 18,000 antiquated motor cars at its Detroit (U.S.A.), plant, the Ford Motor Coy. has announced that it will increase its facilities for continuing the work on a more extensive scale.

At the present time a force of 120 men at the Ford plant dismantle cars at the rate of 375 every 16 hours.

The cars are bought from Ford dealers at a fixed rate of £5 a car. There are not any restrictions as to make, age or condition, except that all cars must have some semblance of tyres and a battery.

This is the most practical way yet discovered of dealing with crocks which are unsafe on the road, litter the used car market, and make too many reappearances as "trades-in" by buyers of new cars.

Salvage value would be the amount which could be obtained from the rubber, glass, copper, brass and lead. Chassis can be cut up and melted again, and the wooden sections of the body are ground into sawdust and fed to the furnaces.

BOUGHT WHEEL PATENTS.

Sold a Company.

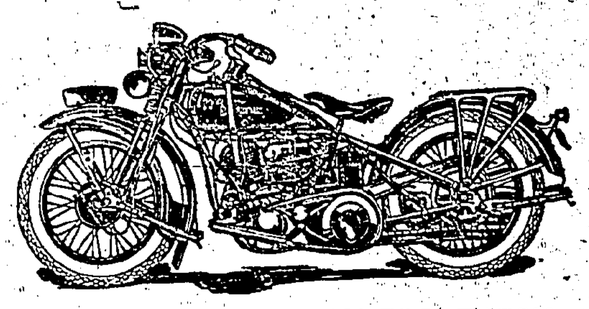
GEN. MOTORS' OPERATIONS.

Having steadily increased the use of wire wheels as equipment on its cars, the General Motors Corporation now intends to manufacture them.

At the end of June the corporation had acquired the necessary patent rights covering the manufacture of wire wheels, and production soon will be commenced by one of its subsidiary companies.

When its negotiations were completed General Motors sold to the Kelsey-Hayes Corporation the plant and manufacturing facilities of the Jaxon Steel Products Co., which formerly has manufactured wooden wheels and rims.

1931 "Harley Davidson" Can be Cabled for Now.



SEE THE NEW MODELS EARLY.
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Horns for Car or Cycle, 6 & 12 vt.
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If your Car is Bosch Equipped—It is the Best!
IDEAL MOTOR CAR Co.
Corner Lockhart and Marshall Roads.
New Reclamation.
Tel. 23714.
LOCAL AGENTS.

BAN BILLBOARDS.

Minnesota recently passed a law saying that rights of way of all highways must be kept free of billboards. Missouri has declared that no billboard or signboard is to be permitted within 500 feet of a turn in the highway or a railroad crossing.

MOVIES TEACH DRIVING.

By means of motion pictures, field representatives of the National Automobile Chamber of Commerce are turning potential automobile buyers into actual purchasers in foreign fields. The movies show how to operate an automobile.

USED CAR HINTS.

Not Plug's Fault.

SPARK'S ENEMIES.

When the plug in one particular cylinder of a motor becomes foul persistently it is not always the fault of the plug, the real reason may be more serious than spark plug trouble.

It is often a symptom that the cylinder is worn out of round to the extent of allowing excess oil to get to the combustion chamber. Another cause, and one which is not so serious is sluggish and improperly seating valves.

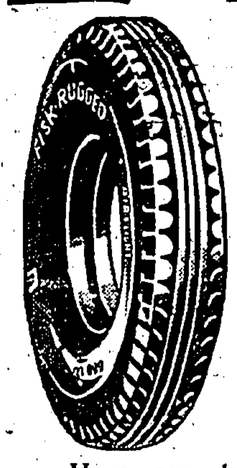
Burned or corroded distributor points often impair the flow of current to one particular plug. The brush contacts in the distributor head should be cleaned thoroughly.

Ignition wiring is subject to deterioration through heat and water and oil saturation, which in time render the insulation useless, and allow current to escape.

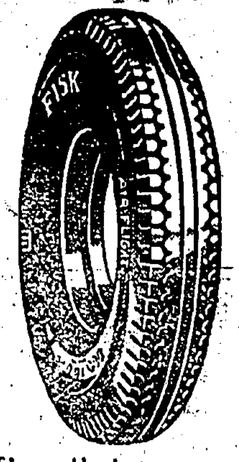
Occasional inspection and replacement when necessary will ensure a good, hot spark, and complete combusion.

THE FINEST TIRES

FISK



HAS EVER BUILT



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Obtainable at all Garages upon request.

Sole Distributors:

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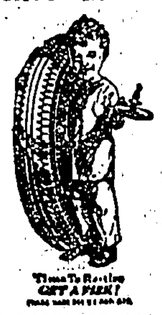

The Motoring Sensations of the year!

FIAT 514

THE NEW FOUR-CYLINDER MODELS

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the— FIAT 521

SIX CYLINDER MODELS.

Arrange for an early Demonstration.

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EASIER DRIVING.

The Ironies of Progress.

USEFUL HINTS.

[By Israel Klein.]

It is one of the ironies of progress that those devices which would have helped us considerably in learning to drive our automobiles have not been introduced until now, when so many of us are supposedly expert motorists.

There's free-wheeling, for example, which has been introduced recently by one of the popular manufacturers in America, and which had been on the market for some time in Europe. What a help it would have been to us while we were learning to drive our first cars!

The free-wheeling principle, as introduced in this country, enables a driver to shift from second to high or back without touching the clutch pedal, and at any speed. Up hill or down, the car will go into its proper speed at the proper time, and without the slightest sound of clashing gears.

Into reverse, into first, and even from first to second, there is no need of the free-wheeling principle, for there is very little clashing of gears at these speed changes. It was only when a novice had to shift from second to high, and more particularly from high to second, that the terrible noise and costly consequences resulted.

* * *

Further to make driving easier for us, and just as belated—from the expert's viewpoint—as the free-wheeling device, is that silent gear arrangement known as "syncro-mesh." That, too, would have been quite welcome when we were learning to drive. For by its aid we can shift from one gear to another, especially from second to high, without clashing gears.

* * *

There are other innovations that, in the same manner, seem to have come too late for us. But they'll be mighty handy conveniences when we make use of them nevertheless.

In the meantime, speaking to those who still use the conventional type of transmission, the best advice is to pay close attention to the gears when changing. Even the best of us will clash gears at times, but this is done only when we seem to be in too much of a hurry to get away, or when we are distracted by something else.

Many a driver seems to have forgotten that there is a neutral position in between one gear and another, and that shifting through this neutral in the proper manner is an important consideration for silent and easy driving. A sudden jump from second to high will be found not only excruciatingly noisy but tough on the works in the transmission case. Careful shifting from second to neutral and then to high, just at the proper time when the gears are felt to lock properly, is the way to drive even in these days of finer improvements.

The operation takes slightly longer, but it's so much easier on the car, and on the nerves of the passengers.

* * *

Another operation many of us have almost taken for granted, and so neglected somewhat, is that of shifting the clutch properly. That is why free-wheeling comes in handy, not only for the poor drivers but even for those who consider themselves expert. There's no need of bothering about the clutch between second and third gear.

On learning to drive we were told to let in the clutch slowly until it caught. But this operation soon became a habit, we took it for granted and many of us now move our left foot as unconsciously as when walking. But in doing so, if we're in the least nervous, or impetuous, or in a hurry, that clutch has to bear the brunt of our temperament. The result is poor driving until we get into high, and impairment of an important part of the machine.

We ought to be more considerate of the clutch and transmission, when driving.

SMALL CAR DOES WELL.

Fine Showing by M.G. Midget.

An M. G. Midget (Morris Minor) the only British car in the Belgian Grand Prix obtained fifth position in the 1,100 c.c. class.

There were 12 starting in this class, all of larger engine size than the M. G. Midget. (Morris Minor). The "Motor" says of this achievement "The performance of this splendid little car and its drivers, who arrived at Spa alone without any big staff, received a wonderful ovation from the Belgians, who were enormously impressed."

Actually Captain Samuelson and Kindell had no pit help whatever in the race.

FREE-WHEELING.

Great Interest in the Latest Studebakers.

CROWDS VISIT SHOWROOM.

An interest in automobiles not equalled since Henry Ford introduced his Model A, or since the self starter made its first appearance, manifested itself throughout the United States with Studebaker's introduction of free wheeling, a new principle in automotive engineering embodied in the new series President and Commander Eights.

As soon as announcements of free wheeling began to appear in the press, the public immediately evinced its interest. In New York City, over 700 telephone calls were received by newspapers requesting an explanation of the term "free wheeling."

When the announcement of the new free wheeling appeared, Studebaker showrooms were thronged by crowds eager to view and drive the new cars. More than 1,000,000 motorists viewed the new series Studebakers in one week.

Free wheeling is an entirely new and pleasant motoring sensation. It has the smoothness and thrill of flying. As soon as the foot is lifted off the throttle, the engine immediately drops to idling speed, while the car continues to glide forward, in gear and fully controlled, yet smoothly and silently as if there were no gears.

Free wheeling permits the changing of gears between second and top at any speed without touching the clutch. The clutch is employed only to start and back up. It eliminates the 'piling up' sensation experienced in the ordinary car when the foot is suddenly lifted off the accelerator. It banishes all reversional strains on engine and gearbox. It effects a saving of 12 per cent. in petrol and 20 per cent. in oil.

Those who have driven the new free wheeling cars are loud in their praise of the new innovation. Lt. Col. Charles Kingsford-Smith, who recently flew across the Atlantic, is a typical example. At the conclusion of his flight in San Francisco, he purchased a new free wheeling President Eight.

"Like most flyers, I take a keen interest in motor cars," says Col. Kingsford-Smith. "I have owned a number of good cars of various makes and have driven practically all makes. Upon my arrival in San Francisco, Mr. Chester N. Weaver, (Studebaker distributor) insisted that I take time for a drive. I did, and must acknowledge the fact that car surprised me. Driving it was a genuine thrill. It does more than one can reasonably expect from a motor. The new free wheeling principle impressed me as a sound piece of engineering and adds greatly to the pleasure and safety of motoring.

"Perhaps the best proof of my enthusiasm for your new product is the order placed with Mr. Weaver for a President Eight Brougham, to be shipped to Australia and to be waiting there for me upon my return to Sydney."

AGAINST HORSES.

London Complaint.

Following complaints which have been made concerning the congestion of traffic due to horse-drawn vehicles, it is understood that the Minister of Transport will again consider the question of the prohibition or restriction of the hours of such traffic in central London. Mr. Morrison, however, is unlikely to move in the matter until the working of the automatic traffic signals to be installed in Oxford Street, London, has been tested.

CAUSE NOISE.

Slack Diff. Bearings.

When a "hum" or "growl" comes from the transmission or differential examine the bearings for excessive wear.

Slackness in bearings permits the gears to become a little too far apart and allows side play in the shaft.

POTTED WISDOM.

Adding up the things I've learnt
In the years I've owned a car,
Of the knowledge—bought and earnt—
This one fact sticks like a scar,
Heard, and then dismissed pell-mell
When I'd only just begun—
"If a motor's running well
Let her run."

Bursting with new owner's pride,
I have sought perfection's peak,
Working havoc in my stride,
With the net result—a leak
Or a shattered batt'ry cell.
As the evidence of fun.
If a motor's running well
Let her run.

I have tinkered fore and aft
With imaginary ill.
Washing (questionable) craft.
And (imaginary) skill,
Setting traps in which I fell,
Breeding bills I'd rather shun.
If a motor's running well.
Let her run.

Of the troubles with your 'bus
Half are those you go to meet.
Wait their coming, save the fuss
And the long repair bill's sheet;
Hear this truth on which I dwell—
It's of use to everyone—
"If a motor's running well
Let her run."

THE NEW

Pathfinder

GOODYEAR

A Low Cost Tyre MASTERPIECE

SOLE AGENTS:—

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HONGKONG & KOWLOON.

EFFECTS OF NEW TRAFFIC LAW.

Too Many Trifling Offences: Light Penalties and Avoiding Police Courts.

POLICE ATTENTION GREATLY EXCESSIVE.

As matters stand to-day the motorist is the chief representative of the criminal classes," judged by the number of motoring offences which are registered by the police. But as the vast majority of the offences are technical, and as they are not heavily punished, usually the motorist is not greatly perturbed. He philosophically realizes that it is a very imperfect world.

But a great change may come with the new Road Traffic Act, and as part of this may come into law before the end of this year, it is very important that the motorist should realize his position, writes a correspondent to the "Motor." One regrettable feature of the proposed new laws is that maximum penalties have been increased for many offences, and this has been done against the strong protest of the motoring organizations and of many Members of Parliament, who have a wide experience of motoring. Another feature of the Bill is that many new offences have been created.

Most of these charges represent the price which has been demanded for the abolition of the speed limit, and time alone will show whether the price has been too high or not. If the police and the magistrates carry out the spirit of the new laws all may be well; but if officious people stick to the very complicated letter of the new laws, then there will be a mass of trouble. The new laws will really be a greater test of the police and of the courts than of the motorist.

The motorist who belongs to an organization like the A.A. or the R.A.C. will have his interests well looked after and, provided that he takes note of the advice given to him, he can steer clear of much trouble. But there is a very large number of misguided motorists who belong to no organization and heaven help them when the gigantic code of new laws comes into force.

Imprisonment Clauses.

As imprisonment for quite long periods will be possible for a number of crimes, in addition to stiff fines, it may well be that not a few motor drivers are fated to spend a good deal of their future time in prison, and during their free periods they may be busy raising money to pay fines. The number of drivers banned from the road may be considerable.

It is very important, therefore, to know along what lines the police are most likely to act, for the police are very human and thus not always logical. Hence, we have to study police "form," just as a backer would study the "form" of a footballer or a horse. Our guide book here is the latest statistics of motor "crimes" issued by the Home Office for the year 1929. In the official form the figures convey little, but as about one driver in every nine came into conflict with the police last year, it is desirable that every motorist should know the principal causes of trouble.

Under the new laws the most important change will be that one favourite, to wit, "Speed Limit" will be scratched. Its place will be taken by "Careless Driving," which deserves very careful watching. All the other well-known "runners" will be there, but with different penalties. They will be joined by a big number of newcomers. But we can safely say that the police will follow the old favourites for some time, and thus, if we have a clear idea of the police fancies at present it will be a very useful guide for some time to come. A careful study of "form" may keep many a motorist out of the courts.

For this reason I put some of the main classes of prevailing offences into percentage form, as by this means a ready comparison can be made of their respective frequency. The two most serious offences are. Manslaughter—1 in 3,925 offences. Causing bodily harm by furious driving—1 in 7,440 offences.

Withdrawn or Dismissed.

Of the manslaughter causes, 20 drawn or dismissed, bodily harm cases were treated in the same way. Thus, it is a strikingly important fact that out of a total of 290,511 cases brought against motorists by the police, only 91, or a microscopic fraction of the whole, were of a really serious nature.

Much higher penalties will attach to dangerous driving under the new Act, even when no bodily harm is done, and the first great lesson for the driver to learn is that under the new laws the punishment for causing injury to other persons will be very severe indeed. We can only hope that the investigation of the charges will be as thorough as the changed conditions demand.

Minor Offences Most Frequent

We find that the most frequent offence is in connexion with lighting, and it may well be questioned if the police are justified in their procedure here. The motor vehicle is the best-lighted vehicle on the road. It is the only one which is adequately lighted fore and aft. The law has exempted pedal cycles from rear lights, and it has given other illogical exemptions for horsed vehicles. Yet we find the police prosecuting over 76,000 motorists for "offences" which, in the case of other vehicles, are not offences at all! In actual practice, one unlighted vehicle is as dangerous as another.

Fortunately, the police have adopted a very wise and fair course whereby many minor offences are dealt with by a warning, and in the case of lighting "offences," over 33 per cent. of them were dealt with in this way. Another 8 per cent. of lighting cases were withdrawn or dismissed. But, none the less, over £23,500 were taken in fines from motorists in respect of lighting "offences" which, with other classes of vehicle, would in most cases have been no offence at all!

The law with regard to the lighting of vehicles on the road is in a deplorably muddled state. In the matter of lighting there should be uniformity for every type of vehicle, and one law and one set of penalties for all. It is a great blot on the legislature that differences should exist, as at present.

The next high figure on the table of offences is that in connexion with driving licences. Here, again, we see that most of them were very minor "crimes," for the police dealt with 40 per cent of them by police cautions, and 80 per cent. of the other were either withdrawn or dismissed. Thus, in nearly 50 per cent. of the cases where the police fetched up motorists on driving-licence "offences," no punitive action was taken. Under the new laws penalties will be unnecessarily stiffened, and there will be a new "crime" for not carrying an insurance certificate.

Taking light offences and driving-licence offences together, we have a total percentage of 39 per cent. of police activity against motorists based on two technical and very minor causes. They involved over 115,000 people in a certain loss of time and £37,000 in fines. It can well be questioned if the police super-activity here was justified in the public interest, when we find in other official reports that really serious crimes and offences have grown in a manner which tax the resources of the police.

Other Trifling Charges.

In the same list of technical and, to no small degree, trifling charges we could reasonably include most of the other items in the diagram. The 30,800 of obstruction charges cannot have been serious, for we find that nearly one-third of them were dropped or discharged. Then we find that a number of other offences are so slight that they are not specified or described in the Home Office Report, and yet they meant trouble and expense for over 29,000 motorists. The prosecutions for silencer offences are mainly ridiculous when one notes that trams, pneumatic drills and many other noises are tolerated by law.

Even at this stage it can be safely said that no other class of the community is so closely supervised and so readily and so frequently pounced upon by the police as the motorist. Certainly, of all the "criminal" classes, the motorist is the most carefully looked after.

Dangerous Driving Only 9 per cent.

The one really serious offence is that of dangerous and reckless driving. It forms only 9 per cent. of *all the police charges*. Of these dangerous-driving charges the police let off 11 per cent. with a caution, and 17 per cent. of the remainder were withdrawn or discharged. Thus, even in this serious offence, only 67 per cent. of the charges resulted in convictions; and out of over 18,000 convictions all but four were disposed of by fines and only in one case was there imprisonment without the option of a fine. The good conduct of the British motorist is thus well demonstrated.

Eight per cent. of all the police cases were for exceeding the speed limit; that is, in 1929 the police prosecuted over 23,000 people for an "offence" which, by new laws now in the making, will no longer be an offence. This is another remarkable example of the very mild nature of the "crimes" which motorists commit, but which, none the less, occupy the time and the energy of the police in a very disproportionate way.

The figures show that well over 200,000 of the cases against motorists were technical and altogether unimportant from a "crime" point of view. Allowing but one hour of police time to each of these 200,000 cases, we find that they represent over 8,300 full 24-hour days of police time in the year, or, in other words, 8,300 police were fully occupied for 24 hours on cases which were very trivial in comparison with other forms of crime prevention and detection. The time figures I give here are merely to illustrate the point, for we know that each motor case occupies much more than one hour of a police official's time. But the point brought out shows that police attention to motorists has been carried to a degree which is manifestly excessive, and which takes away the police from more important work.

There is a great outcry raised from time to time about drunken motor drivers. The offence, if really proved, is very serious, and merits severe punishment. But the figures show that only a shade more than one-half per cent. of all those over 20 per cent. were withdrawn or discharged. The vast majority of the proved cases were dealt with by fines. Thus, in an offence which everyone justly regards as very serious it is evident that there were mitigating circumstances which lessened their seriousness considerly.

Cost of Excessive Zeal.

The whole subject of police activity against motorists deserves special attention at the present time. At the Royal Commission on Road Transport an official of the Ministry of Transport recently quoted figures from another source, which estimated that the cost of police services in relation to road traffic was about £2,000,000 per annum. My analysis of motor "crimes" would go to show that a considerable proportion of the police expense arose from excessive zeal in prosecuting for minor and technical matter. It is really absurd that police should be expected to be experts in brake testing, noise, measurement, and such like. Commonsense regulations and a wider use of the cautioning system could save a lot of police time and public expense.

Under the new Road Traffic Bill very many new offences have been created, most of them of a minor or technical nature. The general scale of penalties is, for a first offence, a fine not exceeding £20, and for a second or subsequent conviction a fine not exceeding £50, or imprisonment up to three months. The motoring organizations have fought hard in Parliament to have these penalties reduced for specific minor offences, and the ex-Minister of Transport, Colonel Ashley, supported them. But Mr. Morrison was unreasonably obstinate in refusing them, and his argument was that any motoring offence could be very serious and therefore a high maximum penalty should be set. The magistrates, he said, could be trusted to fit the punishment to the crime! If the new Road Traffic Bill results in a marked increase of police prosecutions for trifling offences it will lose much of its value.

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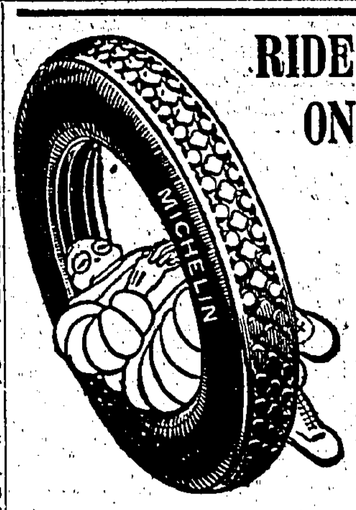

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FEATURES

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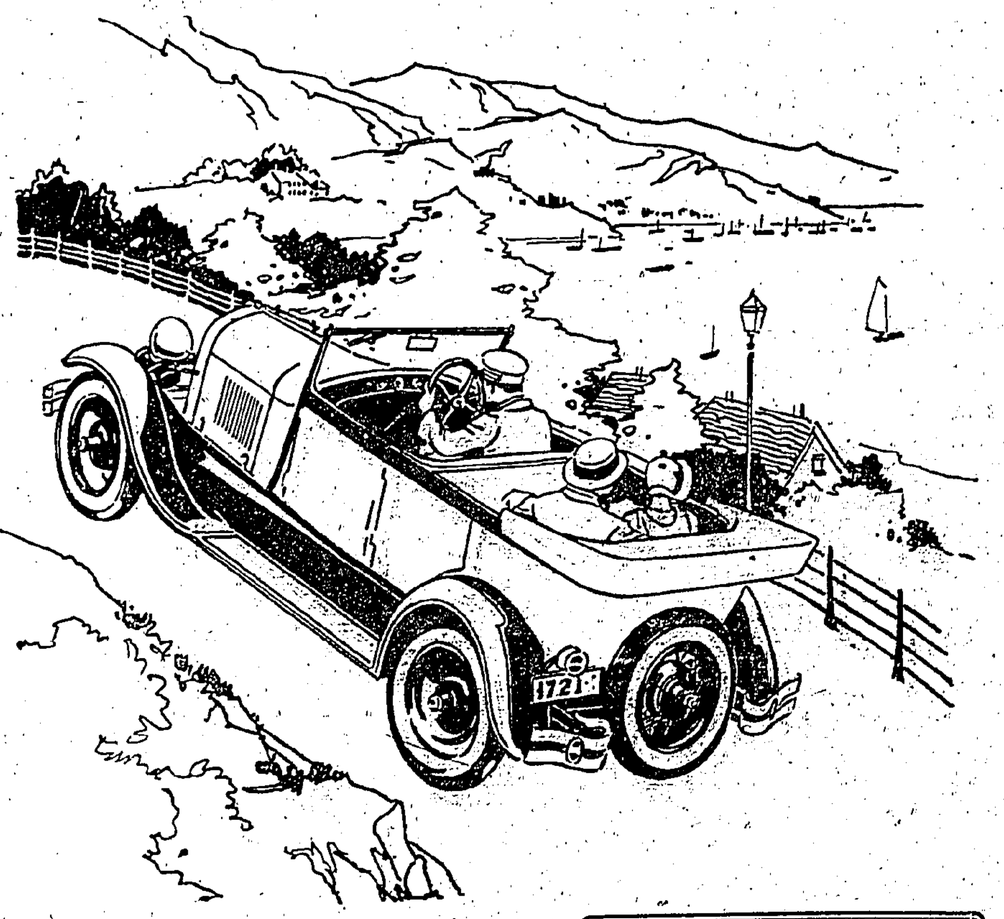

An operator of Ford taxicabs in Shanghai reports that he gets 18 to 22 miles per gallon.

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ROUGH GOING IN LADIES' RACE.

Thirteen of 18 Competitors Finish Course.

WEATHER HAMPERS THE CONTESTANTS.

The route chosen by the organisers of the Peaks and Lakes trial for members of the Women's Automobile and Sports Association recently was one to make even hardened trials enthusiasts a trifle nervous. Not satisfied with such gradients as Park Rash, Askrigg Brow, West Stonesdale and Kirkstone Pass, some colonial sections, which after the heavy rain of a week or two were in a very bad state, were included, and made the business of time-keeping not at all easy.

Of the eighteen car competitors who started only thirteen succeeded in finishing the course, which must have been one of the most difficult they had ever experienced. The competitors, however, were not the only people connected with the affair who had "spots of bother"—not by a long way. Mrs. Goold, the very able secretary of the Club, who had been on the road for two days marking out the route, had trouble with her car which necessitated its being left at a garage somewhere in Yorkshire, and in order to proceed with the important business of route-finding, she borrowed an aged Morris, which promptly protested against the projected hard going over a trials course by breaking a spring, effectively putting it out of action. Truly, the fates were not being kind to Mrs. Goold, neither were they for that matter to H. J. O. Ripley. He was chief marshal on Park Rash, and during the run through the night to reach the hill had experienced several punctures, the last of which he was dealing with at Kettlewell, about half an hour before the first competitor was due at that point, where the real fun of the day began.

Road a Quagmire.

The surface of Park Rash was in a very bad state and caused a succession of failures, and, compared with the state of the hill on the M.C.C. London-Edinburgh trial, it was like a quagmire.

The weather during the night, and until about ten o'clock in the morning, had been perfect, but upon the competitors reaching what has been described in certain editions of the daily Press as the *Yorkshire Terror*, a thick mist came up and it commenced to rain in a way that appears to be peculiar to that part of the country. The stoutest effort of the run was surely that of Miss Lane, who was riding a solo motor cycle, the only one in the trial, and it must want a lot of enthusiasm to play a lone hand on such a trip. On Park Rash she came to grief low down on the hill, and the machine fell on top of her. Nothing daunted, however, she remounted, and after a certain amount of assistance climbed well and proceeded on her way.

The performance of the cars was not illuminating, but this was not so much the fault of the cars or of their pilots as of the terrible surface on which, in places, it was impossible to obtain wheel-grip.

The best climb was that made by Mrs. Vaughan, who was driving a Wolseley Hornet; she made a very clean and comparatively fast ascent, which was rightly applauded by the small band of spectators who had gathered to see the fun. An Austin Seven driven by Miss Symington failed and was towed up. After assistance the car could have proceeded under its own power had it not been for the fact that the tow rope became entangled with the front axle, and it was necessary to hold matters up whilst it was disentangled.

While referring to assistance, it would be well if the men engaged for the purpose were given a word of advice on how to handle a car, for in several cases heavy hands were laid on door handles and such parts that could quite easily be wrenched away from the body. The failure of Miss J. Shillitoe's Singer was apparently due to engine trouble, for when the car came to a standstill low down the bonnet was raised, after which the vehicle was run back down the hill. Later, however, the driver made another attemnt to reach the summit, which manoeuvre was eventually accomplished with a certain amount of assistance—a sporting effort.

Mist Over the Moors.

The run from Park Rash to Askrigg Brow, the next obstacle, which was climbed by the majority without much trouble, was made in pouring rain and with a nasty mist over the moors, the cars sliding all over the place, so bad was the surface. West Stonesdale and Tan Hill were surmounted fairly easily, as in the bigger Edinburgh event, the chief trouble coming from wheelspin, which, however, did not mean loss of marks.

The famous Kirkstone Pass, mentioned oft-times in reports of trials in the early days, was the final piece de resistance of the day. The weather conditions were still very bad, and the Pass was in a very nasty condition, a combination of difficulties which was overcome by some skilful handling and a certain amount of luck. The first car to arrive at the finish at the Patterdale Hotel was a Bianchi piloted by Miss Brunell, who had managed to maintain time schedule, a trying feat in the circumstances.

Taken as a whole, the trial was a great success, and, owing to the not too large number of entries, was a friendly affair and reminiscent of the trials of old days.

The officials were hampered in their work by the weather, and in several cases were held up en route, with the result that competitors arrived at timing checks to find officialdom missing. One such personage, in attempting to get from Kettlewell village to Kirkstone Pass, experienced two tyre bursts and a spot of really good bother with the internal workings of his car, which prevented him from doing any more officiating that day. The elements, in fact, did not treat the mighty with the respect, that was their due.—*The Autocar.*

CAMERA WITNESS.

Novel Suggestion.

The interesting suggestion was made in the House of Commons by Sir William Brass that the Home Secretary might consider issuing cameras to the officers of the new mobile police force with a view to pictorial evidence of dangerous parking, and traffic obstruction being obtained by them.

Mr. Clynes said the suggestion was one which might well be considered by the police authorities, who would be primarily responsible for the equipment of the officers in question.

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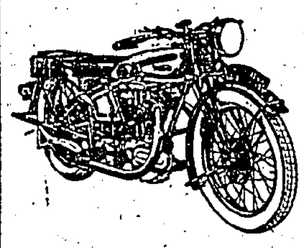

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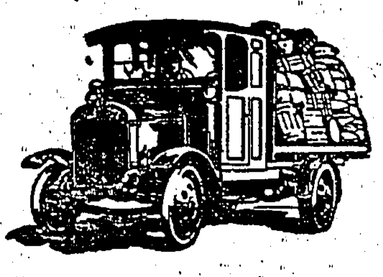

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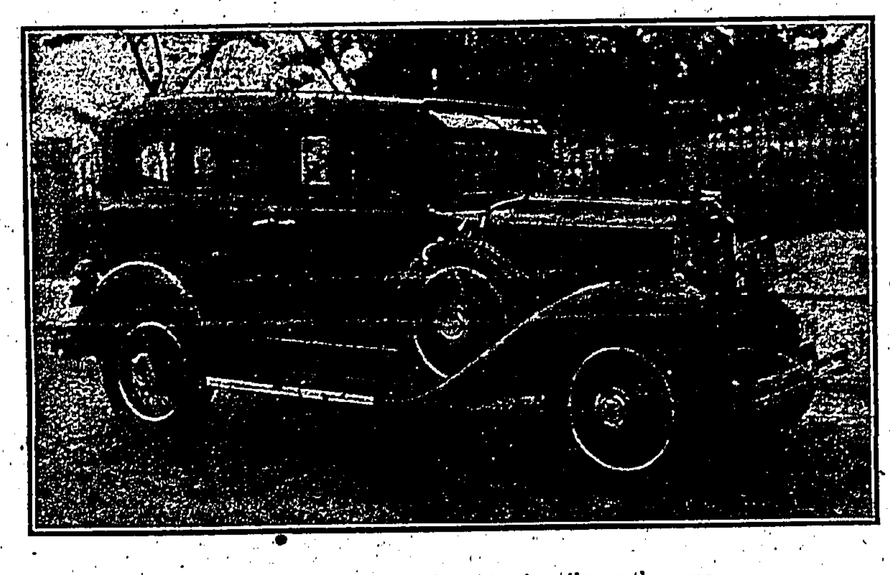

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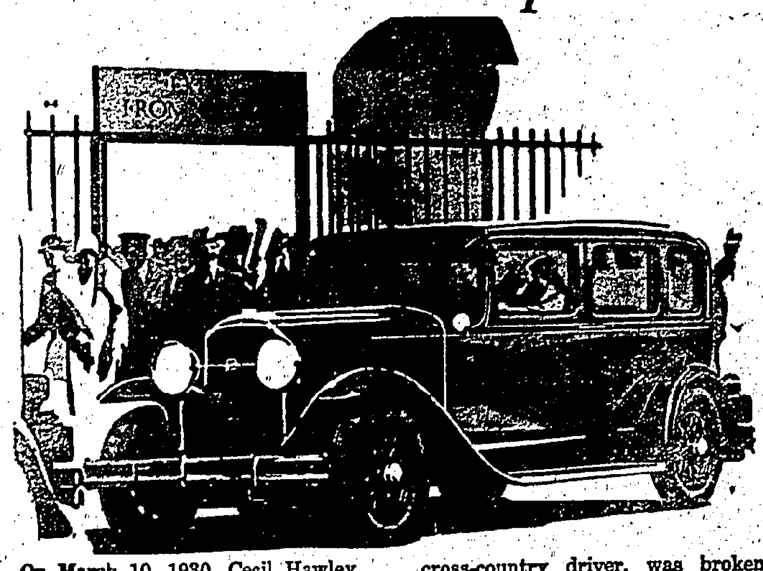

On March 10, 1930, Cecil Hawley, Director of Texaco National Road Reports, left New York for Los Angeles in a stock model Buick Roadster. He was back in New York March 26 after travelling 10,243 miles in a total elapsed time of 16 days 13 hours and 36 minutes. Every precaution was taken to observe all traffic rules and regulations. An average speed of 29.35 miles per hour was maintained. This was a business trip, testing the qualities of current model Buicks and the new Texaco Motor Oil. No attempt whatever was made to establish a record.

Five months later, Mr. Hawley again left New York on a round trip dash to Los Angeles (California) and return to New York. This time Mr. Hawley was driving a stock model 118" wheelbase Buick Coupe. Hawley's total time from New York to Los Angeles and return was five days, 21 hours and 44 minutes. This record is more than 17 hours faster than the swiftest Transcontinental Trains. The previous record held by Cannonball Baker, the famous cross-country driver, was broken by more than 15 hours. Mr. Hawley's stock model Buicks were fueled and lubricated by the new and better Texaco gasoline and the new Texaco golden oil.

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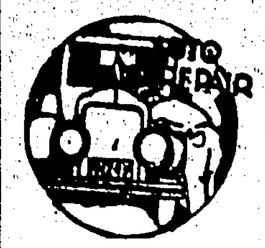

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Pictorial Supplement

September 13th, 1930.

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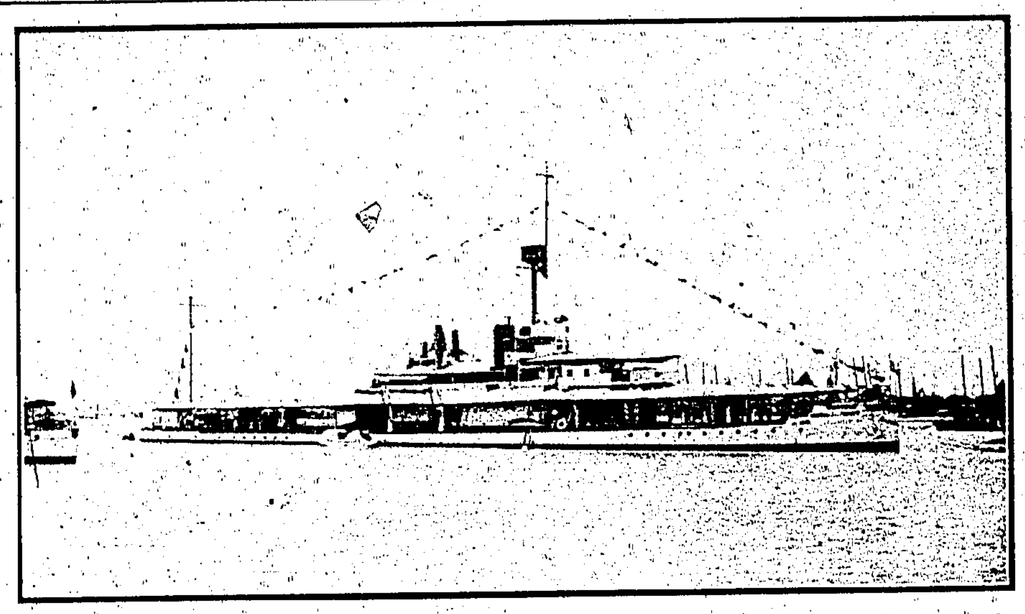
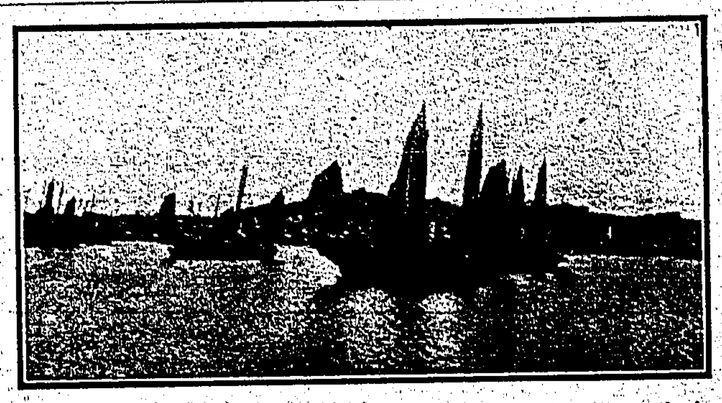


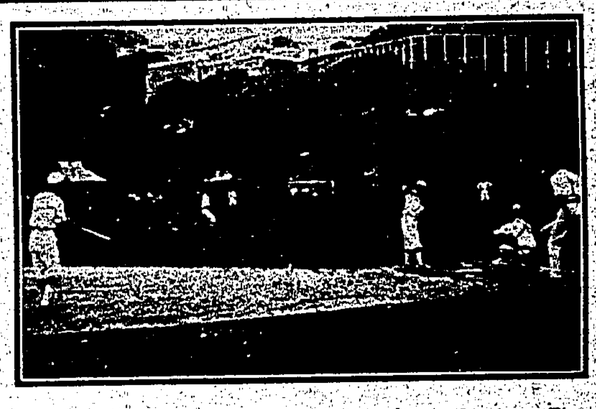
Above is a recent photograph of H.M.S. Tarantula, taken from the Bund at Shameen. The Tarantula is the flagship of the West River Patrol.

A reader sends in this striking snapshot of the Empress of Canada, taken bow-on in the harbour some time ago.

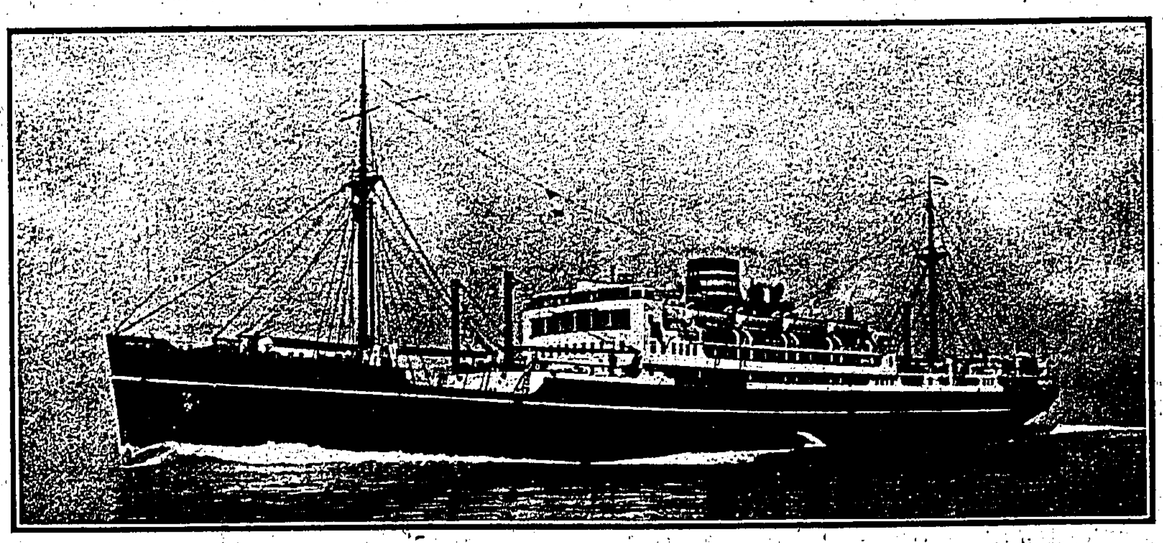


This effective study of Chinese junks in sail was taken recently in Cheung Chau Harbour by a reader of the *Telegraph*.

This group was taken in Canton when Mr. Ho Chun-man defeated Mr. Li Man-cheung in the final of the men's singles championship for the cup presented by General Tang Yin-wah. Included in the picture are General Chan Ming-shu (fourth from left), Admiral Chan Chak (seventh from left), Mr. Ho Chun-man (sixth from left) and Mr. Li Man-cheung (fifth from left).

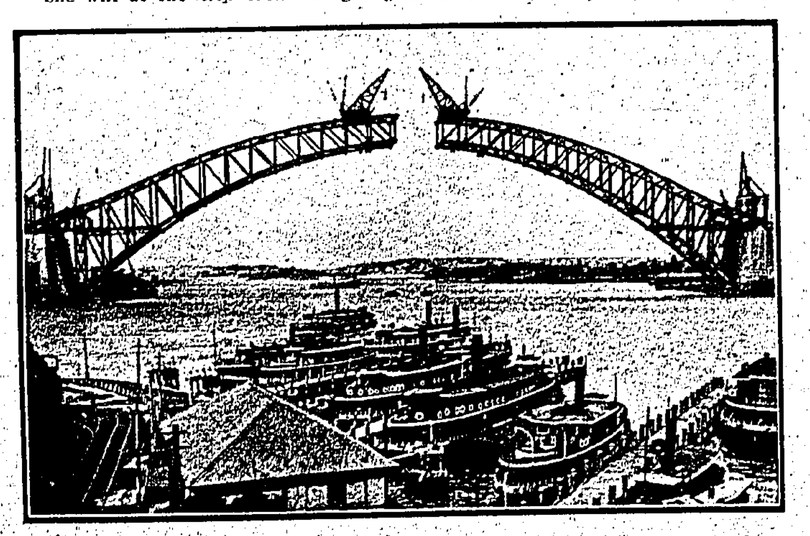


The Japanese baseball team defeated the Kiaoras in a League encounter at Caroline Hill on Sunday. The above pictures show the losing team as well as play in progress during the game. (Photos: Lee Fong Studio).



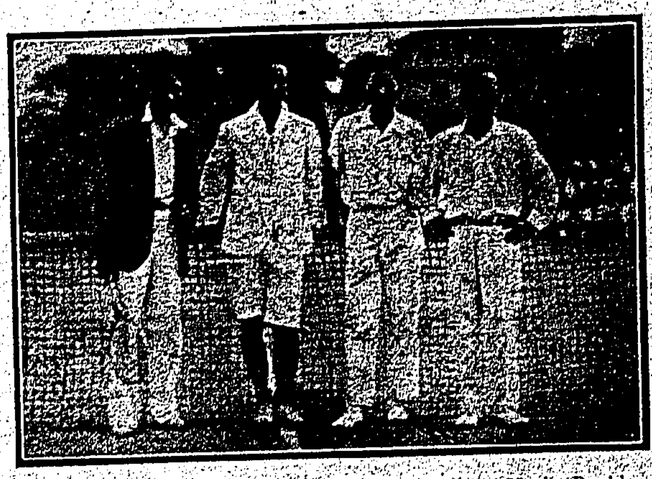
Here is seen the new N.Y.K. motor liner Yasukuni Maru as she was undergoing her trial run off Nagasaki. With her sister-ship, the Terukuni Maru, she is being placed on the Japan-Europe mail run, and is equipped with Diesel engines. She will do the trip from Hongkong to Marseilles, via ports, in 26 days.

Above are two action pictures of the baseball match in which the Japanese continued their victorious career by defeating the Kiaoras by seven runs to four in Sunday's League contest. (Photos: Lee Fong Studio).



Here is a fine picture of the mammoth bridge which spans Sydney Harbour. Since the photo was taken, the two ends have been joined. It is the largest single-span bridge in the world, and cost £6,000,000 to construct. It will be open to traffic next year.

The grouse season opened under favourable conditions on August 12, and, with most of the leading moors well stocked, good sport was enjoyed. Our picture shows a party of guns shooting from butts on the Nidderdale Moors, near Pateley Bridge, West Yorkshire. (*Times* copyright).



These four players met in the final of the Men's Doubles Championship at Canton recently, Mr. Wong Po-keung and Mr. Ho Chun-man defeating Mr. K. Yamasaki and Mr. K. Iwasaki.

HOLLAND'S CROWN PRINCESS.

HOPES OF AN EARLY BETROTHAL.

Popular with their countrymen are the members of Holland's royal family. Left to right: The whitehaired, grandmotherly Dowager Queen Emma; Crown Princess Juliana; the Prince Consort, Henry; and Queen Wilhelmina, the actual ruler.

Juliana, Crown Princess of Holland, is to-day considered Europe's most eligible Princess. "Juliaantje," as she is affectionately known among her people, is only 21, but, notwithstanding this, the Dutch would like to see her settled down, married and blessed with children to provide for succession to the throne.

Just as the Prince of Wales is popular with all classes of his people, so is "Juliaantje." Just as the British Prince has been specially educated to fill the responsibilities of a throne, so has the Dutch Crown Princess.

The Dutch are a democratic people and Holland is a democratic country and Juliana has lived in the public eye steadily since she was a baby. Early in her young life, she made part of the picture when royalty was to function. As nearly as possible, she was reared as any other well-bred Dutch girl of means would be. She had private tutors, but she associated with a chosen number of boy and girl friends. She went on camping expeditions with them. Like them, she learned to be an expert ice skater—a passion with the Dutch. She added tennis also to her outdoor accomplishments. But she had to work far harder than her girl companions. After all, their destiny was to be young Dutch vrouws, married and settled down, hostesses in spotlessly clean Dutch homes. But Juliana is to be a ruler. So her head must be well furnished with knowledge.

From the beginning, she had few leisure hours, as can be deduced from the fact that she was taught singing, gymnastics, Dutch history, mathematics, geography, French, German, English, Latin and Greek, drawing, the history of art, political science, economics, East Indian subjects, and finally—to play on the violin. This was by her own choice, because she has a passion for music.

Royalty on Parade.

As she grew up, in her teens, her fellow citizens in the capital of The Hague grew familiar with the sight of three royal ladies—Queen Emma, with a grandmotherly black hat perched on top of her silvery white hair and firmly clutching an umbrella, which she often used as a cane; Queen Wilhelmina, the actual ruler; and Juliaantje, now grown up to be a typical Dutch girl, with round, rosy-cheeked face, thick brown hair, similing blue eyes. With the two Queens she went with little pomp to the Klosterkerk for divine services. With the two Queens also she walked to the Voorhut to help them choose the big Christmas tree for the palace. Sometimes, too, she was seen out walking or riding with her father, the self-effacing German Prince Consort, who was Henry of Mecklenburg Schwerin.

In 1927 she was confirmed in the Dutch Reformed Protestant Church and in the same year, being then 18 and therefore legally of age, she was given her own little palace of Kneuterdyk, which was once the home of the Stuart Kings of England. She has another connexion with England, too, because one of her ancestors in the House of Orange was that Dutch Prince, who became William III of England.

Became University Student.

It was at 18, too, that Juliana took a big decision for herself. It was represented to her that she had passed the age when mere private tutors would do. She ought to go to a university and pursue the higher studies. The Crown Princess chose the University of Leyden, because of its historic associations with her own family. Centuries ago the most illustrious of her ancestors, the famous William the Silent, waged relentless war for the freedom of the "Low Countries" from the oppression of the Spaniards under Philip the Second. During those wars the city of Leyden underwent a famous siege from the alien foe. William the Silent afterwards as a reward for the heroism of the townspeople, endowed it with a university. So to Leyden went the Crown Princess. She went semi-incognito as Freule Louise Van Buren, because one of her royal mother's titles is Countess van Buren.

"Freule van Buren" mingled freely in the life of her fellow students. She became an active member of the Society of Women Students. She wrote a prize poem. She wrote and produced a play called "Bluebeard." She went skating with fellow students. In between times, she worked hard at law, literature, philosophy and as many as seven foreign languages, including some of those of the Orient. Last February she passed her examinations and got her degree as Doctor of Literature and Philosophy. She was serenaded by her fellow students and showered with little gifts commemorative of college days. Now she is back in her little palace, preparing to visit the Dutch East Indies. Her people hope it will be her honeymoon trip.

KEEPS PREMIER'S SECRETS.

Facts About "Miss Rose of No. 10."

"Miss Rose of No. 10"—it means a lot to the members of Parliament, to politicians generally, to Labour leaders, to reporters, because it is the favourite designation of Miss Rose Rosenberg, the little dark-haired, dark-eyed Jewish girl, who is personal private secretary to Mr. Ramsay MacDonald, and who keeps long office hours at the famous No. 10 Downing Street.

If the Lord High Chancellor among other duties, is the official "keeper of the King's conscience," Miss Rosenberg is truly the keeper of the Prime Minister's secrets.

She knows more of the inside of home politics and world politics than anybody in the kingdom outside Mr. MacDonald and King George. And she is the living, everyday proof that a woman can keep silent. The average oyster is a loquacious chatter-box compared with her. She knows a number of languages and can keep dumb in all of them when her job requires it.

No Kill-Joy.

This is not to say that she is an austere kill-joy. She isn't. Get her away from the responsibilities of her job and she is just a girl bubbling over with fun. She belongs to Ciro's famous club and can trip the light fantastic with the best of them.

It's an open secret that she and the Premier's eldest daughter, Miss Ishbel, are not only fast friends, but co-conspirators. These two young women make it their job to preserve the strength, look after the health and save the time of the Prime Minister. Mr. MacDonald is a tremendous worker. He has no very great physical strength and lives very much on his nerves. That's where the young conspirators get in their work. "Miss Rose of No. 10" will scheme so that the P. M. will have a whole afternoon without an appointment. "Miss Ishbel of No. 10" will then persuade father to lie down, take a nap and be lazy for a few hours. Between them they manage it so that he is kept fit for the gigantic job of running the Government and looking after the complicated affairs of the Empire, as well as sitting in and speaking during the long wearisome hours that the House of Commons keeps when it is in session.

A Precocious Girl.

Miss Rosenberg in herself is an example of the precociousness of Young England. Born in London, when she was still a school girl she joined the Women's Social and Political Union, which was battling for woman's suffrage, but in later years quit them when they adopted their militant tactics. At the ripe age of 17 she joined the famous Fabian Society, a Socialist organization of which G. Bernard Shaw was one of the shining ornaments. At that same age she became assistant to the editor of a mining magazine.

Lady Rhondda, the famous millionaire business woman and politician, chose her as her political secretary. In 1918 she joined the office staff of the Parliamentary Labour Party and the following year was given a post on its general staff. In 1923 she became personal private secretary to Mr. MacDonald, who was then the Parliamentary leader of the Labour party. When he became Premier for the first time in 1924, she still retained her post. When in 1925 Mr. MacDonald stepped out of the Premiership and once more became leader of the Opposition, she went with him. When he became Prime Minister for the second time about a year ago, she went right along.

Nobody can see the P. M. without being "strained" through Miss Rose's office. She can detect a mere bore, or time-killer a mile off. She can shunt others off to Cabinet ministers or their underlings. Between them, Miss Rose and Miss Ishbel manage it so that in his social as well as his business hours Mr. MacDonald has no time wasted.

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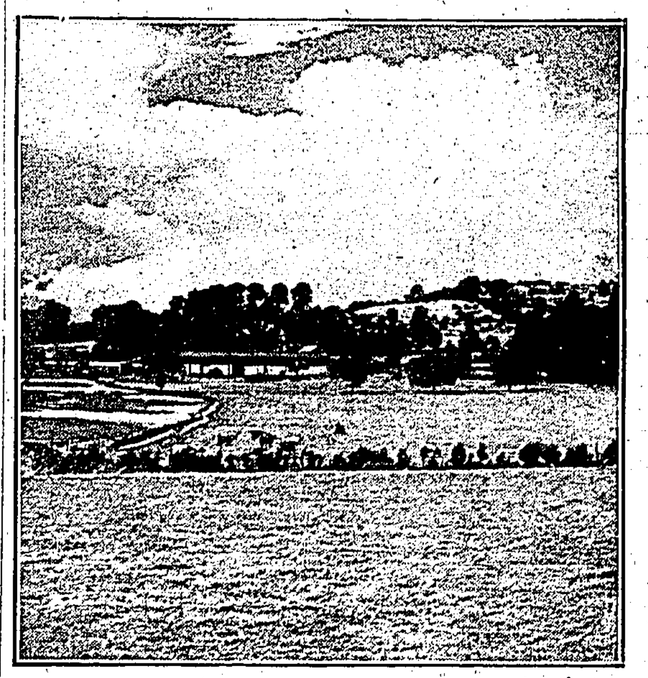
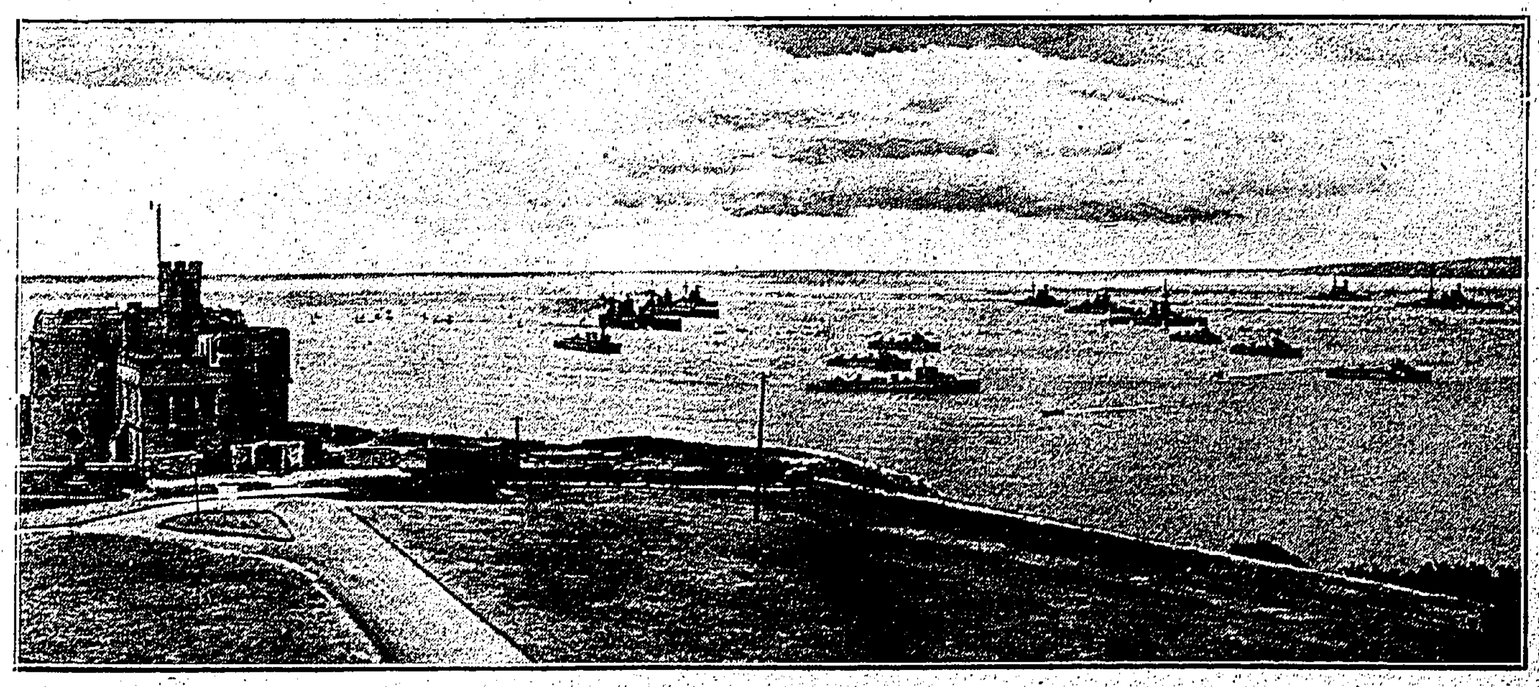


The Middlesex County Council have decided to seek the consent of the Ministry of Health to the borrowing of £67,684 for the purchase of Horsenden Hill, and surrounding land, near Greenford, as an open space. (*Times* copyright).

ATLANTIC FLEET ON VISIT TO FALMOUTH.



The visit of the Atlantic Fleet to Falmouth created much interest in the West Country, and thousands of holiday-makers took advantage of the opportunity to go over the warships. Our photograph shows the fleet at anchor in Gyllyngvase Bay with Pendennis Castle in the foreground. (*Times* copyright).

How to Be the Best-Dressed Woman

When a girl wants to stand out in a crowd, it isn't necessary that she doll up to look like Cleopatra, but she should have in her wardrobe a few outfits as originally elegant as these

by Julia

I. chiffon and lace vestee and sleeve-puffs add a restrained note of distinction to this lacy, printed, black crepe frock with its tailored lines.

II. flared shorts and a round neck increase the intrigue of this gay, blue and white swimming suit.

all costumes shown on this page from Maybelle Manning, New York.

III. when you dress to please men, this form-fitting black lace over a decollete apricot satin slip will give you flattering assurance.

IV. stiff pleats and a peplum are charming details of these blue satin dinner pajamas.

marine blue shantung pajamas with full pleated trousers add interest to beach life.

VI. this sheer afternoon frock of crepe Elizabeth chooses the green sea-spray shade.

YOUR summer wardrobe may be the last word in chic and the very essence of airy loveliness. But you are missing a grand chance to throw glamour about your pretty self if you do not include at least one "elegant costume."

Never was the moment more psychologically set than it is now for you to graduate into the distinguished minority that is called the "city's best-dressed women!"

For, with such a multitudinous array of intricate styles, it is a rare opportunity to high-relief yourself as a woman of taste, one who selects not the showy, not the over-elaborate, but the elegant type of clothes.

RICH materials go into this type of costume. Ingenuity in the cut. Imagination in the combination of colors, the delicacy of this tone, the richness of that.

Above all, infinite care goes into the detail of a costume that can be original, stimulating and withal so simple that it sets you off like a million dollars.

I. A MODEST example of the type of elegant frock I have in mind is a simple lacy-printed black crepe, an imported fabric, made on tailored lines, with flaring three-quarter sleeves and the front of the bodice opened slightly to show the cutest little guimpe of chiffon and lace, with a frill around the neck, close up to the throat, in a new and sweet manner, and puff cuffs of the same chiffon and lace.

Its material is so lovely that the more simply it is made the handsomer. The lingerie touch is quite new in its design, a pleasing touch, soft, feminine and distinguished. Worn with a medium-brimmed sheer straw hat and patent-leather pumps, it is an excellent frock for the successful business girl or the professional.

II. SINCE the rest of the summer should be spent to great advantage, don't miss a single chance to go to the beach. And when going, don't miss the chance to be as charming as you can be. You may meet all kinds of new people who will remember you by what you had on when they were introduced. You can't make a mistake in picking the most becoming beach togs available.

For the type of bathing suit that will set you apart as a girl with exquisite taste and innate stylishness, there is a little shepherd's check suit, made modestly with round neck, flaring shorts which have tight shorts under the godets, and a wide belt of the two blues, marine blue and pale blue, which check the suit. With plain rubber sandals, in the two tones, a cartwheel hat in blues and beige, you are quite well costumed for lounging after you swim until your suit dries.

III. IF you are the kind of girl who honestly admits that you dress for the admiration of men, I suggest you take a look at the black lace, closely-fitting gown made over apricot satin. It floats out where it nears the floor into a full flounce of the black lace, but it has almost form-fitting cut elsewhere. The front is a simple V, the back rounds at natural neckline and the sleeves are long, with flounces of lace around the elbow. But the gleaming apricot slip is made decolletage and the total effect is of a regular evening gown, only this is so much more restrained, so much more seductive.

Even one elegant costume will give you a different note to strike in your character. I fully believe a whole wardrobe of them would make a new person of you!

IV. BRIDGE pajamas are very new. Usually you can wear them for dinner, too. Have you a pair yet? If you intend going to any very lovely parties, you really should have some. Especially for your vacation. You'll find all the girls playing bridge on wide verandas of exclusive summer hotels and private villas wearing them. Your dinner hostess is apt to wear a lovely pair. Satin ones are the newest and most luxurious.

Quite irresistible is a pair of celeste blue satin pajamas, suitable for either the bridge party or dinner, made with trousers that are pleated in stiff pleats from hip line clear to the floor, being finished in a hand-rolled edge of the orchid faille that lines the jacket.

The jacket has a peplum of the same stiff pleats, jaunty, new, smart-as-creation stiff pleats. The puff sleeves are made of narrow bands of the satin, in the manner of the tops of the sleeves of the old rogue, Henry VIII. The jacket comes off to show a delectable orchid tuck-in sleeveless bodice, bound with the suit's blue.

Original, chic, exquisite in coloring, this is quite the last word in what the elegante would select.

V. FOR yachting or for the beach when you have no idea of getting near the water, I suggest one of the jauntiest little suits of the year, a marine blue shantung suit, with full, French-pleated trousers, a fitted waist and a cutout yoke effect, with string tie.

Simplicity itself. Becoming as can be to your youth and your freshness.

Whether it is topped by a cartwheel hat or not, here is a suit an elegante would welcome with open arms into the folds of her wardrobe.

VI. NOW for the lady-frock for afternoon. The afternoon outfits this year, by the way, are almost a gauge of your real degree of chic.

Select them carefully, therefore, is my advice. I have picked one for you that derives its distinction from its ravishing simplicity, an intricately cut bit of loveliness that gives a first impression of simplicity.

It grows on you, after you see it a bit, just how masterfully it is made.

It is the new soft green tone, sea-spray, delicate, summery, flattering. It is made of sheer crepe Elizabeth, with the circular skirt made with a fitted yoke and front panel and the bolero bodice buttoning down over the belt with four little jeweled buttons. This model has no collar, merely a hand-finished rounded neck.

There is a little jacket which has a jabot tie collar. Wear black gloves to be different and a sea-spray fabric turban with a jaunty black bow on it.

Then you are fixed for whatever arises!

FOR your spiritual uplift, a frock or two like these, which may be properly called elegant, is a wise investment.

You can always carry your head a bit higher as you step into the office if you remember the exquiste dinner gown you are donning tonight to step out with the new visiting man.

Or, if you please, you can manage anyone with whom you come in contact if you happen to be wearing the type of gown that is not seen by the hundred, a gown that gives you distinction in the eyes of your fellow women.

These are leisure-class things. If you wear them well, you can have all the confidence that will carry you along in the smartest social circles. They are a test of your elegance.

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Pictorial Supplement

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May we show you our new autumn patterns in every popular cloth for the season?

Mackintosh's

This group shows members of the Royal Engineers Warrant Officers and Sergeants Mess, with officers. Colonel R. B. Skinner, O.B.E., D.S.O., is seen in front row sixth from left, and Lieut.-Col. F. J. C. Wyatt, O.B.E., M.C., eighth from left. (Photo: Ming Yuen Studio).

Captain and Mrs. Robert Dollar, who on Thursday celebrated the 57th anniversary of their wedding. They left San Francisco by the President Jefferson yesterday for a tour of the Orient.

A corner of one of the rooms on the yacht Shenandoah III, owned by the American millionaire, Mr. Fahnestock, which has been completely redecorated at Taikoo Docks. In Oriental style, it was designed by Mrs. Fahnestock and carried out by Messrs. Komor & Komor.

Flashlight photograph taken on the occasion of the first annual dinner of the Portuguese Company of the Hongkong Volunteer Defence Corps, in the main hall of the Club de Recreio. The occasion was marked by an interesting speech by H.E. Major General J. W. Sandilands, General Officer Commanding the Troops. (Photo: Ming Yuen Studio).

FAITH!

Mr. C. G. G. Dandridge, advertising manager of the L.N.E.R., addressing the Incorporated Society of British Advertisers in London recently said that the most important medium of his company's advertising, that which represented the greatest expenditure, and in which he had the greatest faith, was newspaper advertising.

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Bridal group taken at the wedding, at Union Church, Hongkong, on Saturday last, of Mr. G. E. Kerr and Miss Elizabeth P. Langley. (Photo: Ming Yuen Studio).

Mr. W. W. Hornell, Vice-Chancellor of the Hongkong University, opening the door of the Ying Wa Girls' School new building, with a key presented by Miss Davies, the former Headmistress. (Photo: A. Fong).

WHITEAWAYS

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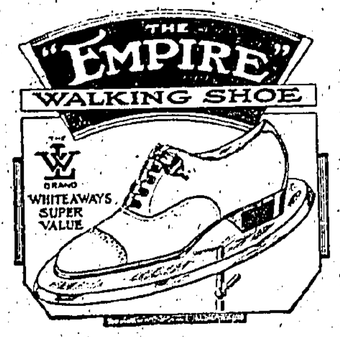

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The V.R.C. team, winners of the 1st Division of the Water Polo League. Left to right:—Back row: R. Silva Netto, S. Gittins, D. Laing, H. M. Remedios and L. Roza Pereira; centre row: R. Weill, T. L. Knight and J. Stewart; front row: W. Lawrence and C. Roza Pereira. (Photo: Ming Yuen Studio).

The V.R.C. team which won the 2nd. Division of the Water Polo League. Like the winners of the senior League, this team has not lost a match. Left to right:—Back row: L. Roza Pereira, J. Victor, B. Gosano and W. Foralta; front row: W. Lawrence, R. Maynard and H. M. Remedios. (Photo: Ming Yuen Studio).

This photograph was taken during the proceedings which followed the opening of the new building of the Ying Wa Girls' School by Mr. W. W. Hornell. (Photo: A. Fong).

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WOMEN'S WORLD

FOR OUR LADY READERS.

The latest and late gathering place for fashionables in Hollywood is the Embassy Club, which is a cleverly decorated and beautifully appointed supper-after - the - theatre - club which really becomes animated in the wee small hours.

Costume and effect are primary factors in this glamorous setting and how well our screen stars know that. An important fashion note was observed in the predominance of short evening wraps, of both fur and fabric.

To begin with the smart wrap either harmonizes or contrasts with the gown, carrying out "the ensemble idea." In that way a printed chiffon gown has its plain or a matching jacket. Contrast is shown in such combinations as blue and peach, or green or black jackets with white or the soft blues and pinks.

Transparent velvet, taffeta, moire and satin are the most popular fabrics in the new wraps and their cut and character are different from anything thus far. Some are of a fitted cape character and are closely held by their wearers. Incidentally, the snug hipline is achieved by practically all chic jackets and many are collared with white fox or ermine. Others carry out the directoire effect and flaunt tiny capelets.

I will tell you about some of the wraps worn at the Embassy recently.

A short coat of white and gold moire, of circular cut, bordered in marten and rather "old-fashioned" in quality was worn over a white chiffon gown. While another, a yellow chiffon ensemble preferred a long sleeved coatee of self material, with delicate black lace forming the tight sleeves, bordering it at the back and mounting the fulness of the skirt around the hips.

An extremely short, fitted jacket of red velveteen with long tight sleeves and a border of white fox was worn over a smart white satin gown with very long full skirt.

Another interesting phase in the wraps worn was the appearance of a few black flat crepe short models trimmed in white fox which frequently were employed only for cuffs.

A new evening cape sponsored was evoled in white satin and had two circular ruffles, giving the effect of a double cape, across the the back and at each side. A straight scarf of the satin, tied in a knot at the back of the neck took the place of a collar. This was unusually striking.

Still another cape used two squares of satin-backed sapphire blue moire to give exceptional chic to the evening. The points cascaded down the back and one corner of the larger square extended into a wide scarf that was thrown about the neck and over one shoulder.

However, the dominance of picturesque effects was pronounced in the lavish fur trimming on these diminutive wraps, while many preferred short ermine types on fitted or capelet lines, creating a most enchanting impression.

A fitted jacket with a piquant front tie, was collarless and its sleeves flared from elbows to wrists. Terminating above the hips were two ermine wraps sponsoring different versions of cape collars. In another creation the white ermine was utilized as if it were a fabric. The fur was worked horizontally and gathered into an incrustation in front formed by a scarf ends. Numerous short coatees of ermine, ending at the top of the hips proved that that is the most popular trend of the Vogue.

Bernice Claire looked very charming in this short evening wrap of turquoise blue silk velvet, draped and shirred about the hips to give a snug fitting appearance, and worn over a silver lace gown.

On another occasion she wore this chartreuse green creation trimmed with red fox. Around the bottom were three flaring ruffles straight across the black but cut diagonally up to the waist in front.

Alice White looked smart in this evening wrap of white satin with cape collar and hem of silver fox worn over a white satin evening gown. She can be seen garbed thusly in her forthcoming production for First National, "Man Crazy."

THREE NECKLACES IN ONE.

Three distinct necklaces are twisted together to form one of the neck multicoloured jewels. A strand of dull gold bugles is combined with a string of white glass seed-shaped beads and an ordinary string of deep blue beads, the three colours appearing in the clasp.

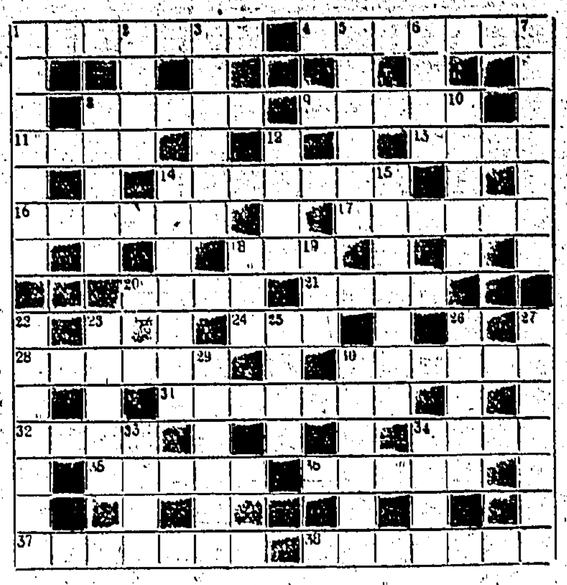
ORIGINAL HAT STANDS.

A pair of novel hat stands is made in the form of two heads, one a boy and one a girl, with long flaxen hair. Above the heads are two sticks with the usual hat rests at the top, and when the hats are placed in position they appear to be worn above the hair of the boy and girl.

"FARTHING" NECKLACES.

Flat circles of coloured wood, about the size and thickness of a farthing, are used for some novel necklaces. A deep cherry-coloured necklace of this type has glass balls strung between the circles, with a small black bead at each side. A pair of bracelets is designed to match.

OUR BRITISH CROSSWORDS.



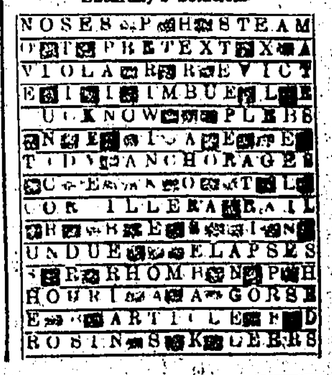
Across

1 To scatter the rats "run a dog" in to the shore (anag.)
4 A blow in the middle helps to make confused.
8 When the tally is part of the omnibus it forbids.
9 Here a powder is browned with the sun.
11 Sussex river.
13 A fence that sounds quite hilarious.
14 Jerked beef.
16 When the reckoning is allowed, all may be written on.
17 You will find this in 22 down. It is part of a violin and is mostly back.
18 This chant shows an inclination.
20 Be this is perhaps.
21 It is sometimes contended that these justify the means.
24 This marble will return drunk in Scotland.
28 A bundle of hay.
30 Keep water back and inquire for a fabric with a woven figure.
31 Postpone.
32 These hands work for Satan.
34 An inset that holds paws.
35 Shoemakers should stick to these.
36 He sat on the log, resting his injured leg, while she artlessly approached (hidden).
37 To catch in a trap winds up in a French measure.
38 This is one more of the same kind—not her, at last.

Down

1 In addition before, becomes moderately slow.
2 Few of us have read his poems in the original.
3 Nothing will supply this clue, but do not, on that account give it up.
5 When a rough painting is partly in bed the whole thing will smear.
6 You think that's low? It's as high as I can reach (hidden).
7 These may be awarded as a result of them.
8 Colloquially adipose.
10 The sailor comes in late.
12 Scottish bear.
14 This mark gives C a soft sound.
15 Showing the colours of the rainbow.
18 Put this under the car and it will be trodden upon.
19 This castle is well supplied with coal.
22 "Bird age" (anag.).
23 Although this seat is reserved everyone is in it.
25 Immediately.
26 There is a good deal of frothy talk in these old tales.
27 Here the dancer is very full of fish.
29 This always fills a prominent place in a newspaper.
30 Pull towards a fabulous monster.
33 Acquire from a little distance.
34 We stick together, old man—your hand on it (hidden).

Saturday's Solution.



CREW TRAPPED IN BLAZING SHIP.

GALLANT WORK BY BRITISH SEAMEN.

Another fine example of devotion to duty in the face of great danger was added to the records which have made British seamen famous.

Following two violent explosions, the British oil tanker Camillo burst into flames in the lower Elbe, off the island of Tagensand.

No lives were lost.

But the crew, although trapped in the blazing vessel for a considerable time, displayed remarkable coolness throughout their ordeal.

The river fire-brigade, under the fire chief of Hamburg, was rushed to the scene, but it was only after desperate efforts that they were able to quell the flames.

An Exciting Fight.

River traffic was held up and there were exciting scenes while the crew of the burning ship and the fire brigade were fighting the flames.

When the fire had been subdued the damaged Camillo was towed by tugs into Hamburg dock. She had unloaded a cargo of petrol at the port and was leaving in ballast for Liverpool when the explosions occurred.

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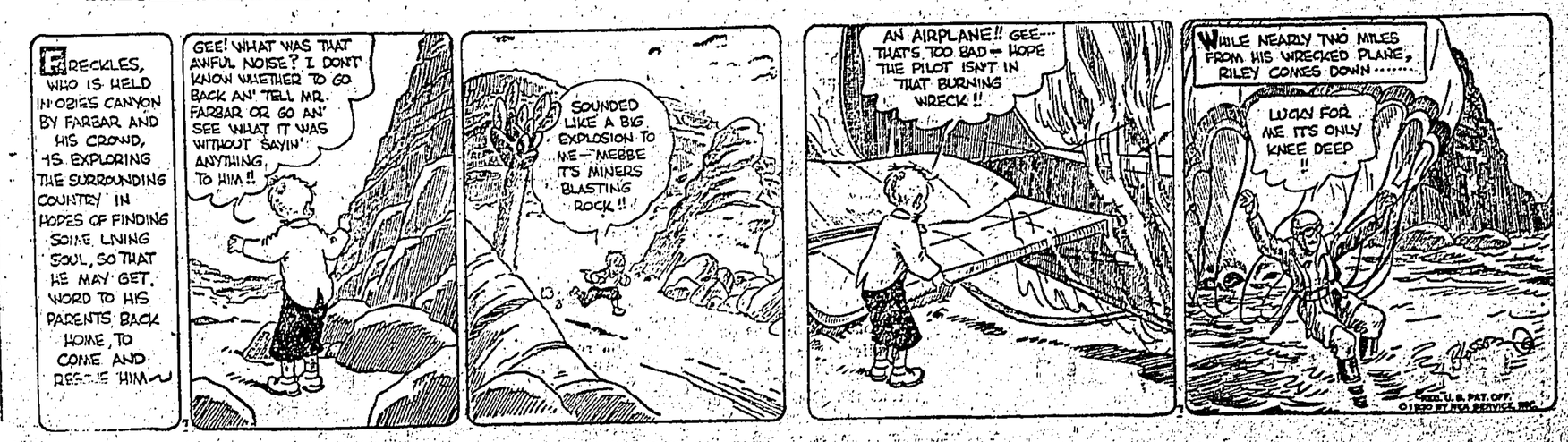

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	Eleanor	
	Played by Reginald Foort on New Gallery Cinema Organ	
B-3463	A Cottage for sale	*Gracie Fields*
	Cryin' for the Carolines (Film-"Spring is Here")	"
B-3439	An Old Church Legend	*Reginald Goss-Custard, F.R.C.O.*
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The Hongkong Telegraph.

MONDAY, SEPT. 15 1930.

THE LOK MA CHAU AFFAIR.

Whilst many other points of importance arise out of the tragic affair at Lok Ma Chau, without doubt the outstanding issue with which the jury had to deal was the delay by the police in entering the station. A careful reading of the evidence shows that the Indian who ran amok must have been lying dead for fully four hours before it was deemed advisable to enter and in view of the fact there were several Chinese inside the building and that no-one could have known whether Mrs. Madgwick and the wounded Indian constable were alive or not, it does seem little short of amazing that there was so much temporising and indecision. The jury, in reaching the conclusion that there was "undue delay in entering the station after the arrival of police reinforcements," were, in our opinion, extremely mild in their strictures. They added that the frequent changes in command mitigated the responsibility of any particular officer. They might have gone further and recorded their opinion that a lamentable lack of leadership was shown, to say nothing of the confusion and muddle which characterised the operations in the early stages.

The Inspector General of Police was obviously at pains, during the course of his evidence, to put the *best complexion on the case so far* as his subordinate officers were concerned. That was quite natural in the circumstances, but we imagine that very few people who have read at all carefully the evidence given at the inquiry will agree with him that only sufficient time was allowed to elapse to make "reasonably sure" that nothing was happening inside the station. It has been shown that the station guard came out of the building as early as 6.30 p.m. and the other four Indians followed an hour later, none of them being in any way molested. Yet it was not until after 11.30 p.m. that the police entered the station. Two reasons, somewhat conflicting on certain points, were given for the delay. One officer, who must have known or believed that there were people still in the building, explained that the station was not rushed very much earlier for fear of innocent people inside being shot by the attackers. The other view, endorsed by the Inspector General of Police, was that unnecessary risks of casualties to the attackers would have been run had an attempt been made to enter. It appears, however, that there was a very considerable conflict of opinion as between various officers as to the wisdom of an earlier entry. At any rate, some hours before Mr. Wolfe's arrival, there was an intention of making the attempt, but, if we have read the evidence correctly, this idea seems to have been later abandoned in the confusion which prevailed because of the absence of torches and Verey lights. On this point, it can only be described as most regrettable that so much time was wasted in tracing these necessities as well as the missing Thompson gun and the bullet-proof vests. Reverting to the risks run, it has now been disclosed that Dalip Singh did not use the Lewis gun at all—that all that he was armed with was a rifle. In view of that fact, it becomes all the more inexplicable that there should have been so much trepidation on the part of the large body of attackers in the matter of attemping an entry. Dalip Singh obviously could not have covered the whole of the means of entrance with his solitary rifle. So it seems that by the most elementary tactics, and even very few men, the station might easily have been rushed long before it was. We admit that, at the time, the danger might have appeared greater than it actually was, but we cannot bring ourselves to agree that there was so much necessity for the avoidance of risks. After all, risks have to be run under such circumstances. The fireman runs a risk when he attempts to save lives in a burning building, police do likewise when they raid premises held by armed gangs, and even the civilian jeopardises his own safety when he lends a hand in the catching of an armed robber. Surely it is hardly right that when the police are faced with such a situation as that at Lok Ma Chau, considerations of self-preservation should be put above everything else, the more so when the lives of others, including a defenceless woman, are in possible danger. That, at any rate, was not the attitude adopted in the Shelley Street affair several years ago, and we do not believe it reflects the feeling of the personnel of the Force as a whole or even of the majority of those called out to Lok Ma Chau.

We have not the space in which to deal at any length with the other points of importance raised by the affair. The jury did well to criticise the Indians in the station for their lack of initiative; they might also have added a word regarding the Chinese who became panic-stricken and rushed into hiding at the first sign of trouble. The recommendation that a European should always be present in the outlying stations is one which we should like to see put into effect, if at all practicable. We also suggest that these stations are no places for married women. Would it not be feasible to man them with bachelors? The system of sending Indians out to these lonely spots as a means of punishment also strikes us as being tantamount to asking for trouble. In conclusion, we can only hope that these and other points will receive due consideration in the appropriate quarter, and that, as a consequence, another Lok Ma Chau affair will be made impossible, so far as the devising of precautions can lead to that end.

The masters of two sampans were fined $25 each at the Marine Court before the Hon. Commdr. G. F. Hole, this morning for dumping tobacco and wine overboard at Soku Bay, Lama Island, with the intention of preventing discovery or seizure.

DAY BY DAY

MOST PEOPLE HAVE A SPICE OF GOODNESS IN THEM; BUT NOT ALL TRY TO CULTIVATE IT.—*Leonard Heward.*

***

The Ben Line s.s. Bengloe, from Home ports via Singapore and the Philippines, is due here on the 24th instant.

***

To-day's instalment of our serial story is unavoidably held over. It will appear in to-morrow's issue.

***

Mr. H. J. Hunter of Messrs. Bradley & Co., Ltd. has entered hospital for treatment and will probably remain there a month.

***

It has been reported to the Police that whilst staying at Repulse Bay Hotel on the 6th inst. Mrs. H. G. Eales lost a gold bar brooch set with diamonds and sardonyx.

***

At Kowloon this morning, a Chinese was sentenced by Mr. Whyte Smith, to three months hard labour for having stolen 36 in Hongkong money and $1 in Chinese money from a woman in Shanghai Street.

***

For returning from banishment before the expiry of his term a Chinese was sentenced to eight months' hard labour by Mr. Whyte Smith at Kowloon this morning. The defendant was banished in February, 1923, for ten years.

***

The s.s. Kong Ning, which struck a rock near Yuet Shing on the West River, on Tuesday last and had to be beached, as she was fast making water, has now returned to port and is at present in Taikoo Docks undergoing repairs. Shortly after the salvage party, which had been sent up, had arrived on the scene, the Kong Ning was refloated and the journey back was commenced. She arrived here yesterday morning and proceeded straight to dock.

CHILD'S FALL OUT OF BED.

HURT BY JAGGED EDGE OF SPITTOON.

The victim of a peculiar accident, Hong Shoon, a two-year-old boy living with his parents at No. 67, Portland Street, is in the Kwong Wah Hospital suffering from scalp injuries.

It was stated that, while asleep, he toppled from a bed on to the broken top of a spittoon, and was badly cut by the jagged ends.

This is the second case in which such a casualty has occurred. Recently, it was reported that an old man was killed by falling on the jagged top of a broken spittoon, expiring a few hours after his admission to hospital.

Home-Made Prigs.

Some months ago I went to spend a few days with a friend of mine who lived in the country, writes J. Keith Winter in the *Daily Mail*. I arrived at the station at about 10 p.m. carrying a heavy bag. I thought at first that there was no one there to meet me, but I presently discovered my host lounging on a seat outside the station.

"Couldn't be bothered to get a platform ticket," he explained amicably, and we trudged forth towards his house. His house was nearly a mile away from the station and I carried my bag the whole way.

Needless Anxiety.

All this I found rather depressing, but I attributed it to an undue sensitiveness on my part.

The next morning I was not quite so sure. At breakfast my friend's mother, who had in the meantime seen the size of my bag, turned to her son and said, "I hope, George, dear, that you didn't carry that heavy bag all the way from the station?"

He was able to assure her with perfect truth that he had done no such thing.

This incident would probably have slipped into the obscurity it deserved had I not been forcibly reminded of it by equally distressing examples of parental idolatry I have recently witnessed.

In one home I have heard a mother call for silence at a crowded luncheon table in order that the voice of her firstborn and dearest might be heard. In another, incredible though it may seem, I have heard a father extolling before a large and rather shocked audience the facial attributes of his son.

Complacency.

Now, the point I wish to emphasise is that the three sons in question were normal, charming, and comparatively modest young men. And yet, far from appearing indignant or even embarrassed by this degrading adulation on the part of their parents, they obviously took it as a matter of course.

In each of these cases I was made to feel, by at least one of the parents, that I was both privileged and fortunate to know their son.

When I was a small boy I used frequently to spend part of my holidays with my various friends. They were for the most part badly behaved children, and their selfish outbursts invariably resulted in their being either beaten or sent to bed.

The young men whose homes I visit to-day become, in the kindly warmth of doting parentage, not so much selfish as unbelievably smug. They would, of course, become selfish as well, but as all opportunities for self-sacrifice are strenuously denied them by their parents, there can be little question of either selfishness or unselfishness in their mode of living.

The young men of to-day are probably more interesting than those of the last generation, but it seems to me that they would be more interesting, and certainly a great deal more likeable, were they not so often spoilt by a dreadful complacency. For this I blame the parents.

I should like to believe that home life had an improving effect upon character; but my observations compel me to the view that for the majority of young men the less they see of their relations the better. The modern girl is not lacking in objectionable characteristic, but this dreadful "home-made" complacency does not appear to be one of them. This I should attribute to the fact that girls, generally speaking, do not have this misguided parental adulation lavished so freely upon them. They are very fortunate.

Incompetent.

There is no doubt that the young men and women of to-day have been over-discussed. Many charges have been laid against them. If one can generalise about modern youth, one may presumably with equal justice generalise about modern parenthood—and more especially modern mothers. Therefore I lay this charge at their door—They haven't begun to learn their jobs.

The average mother appears to think that the period of "up-bringing" is at an end when her son leaves school. If he has been over-disciplined before, from now on he knows no discipline at all. Her task, so she thinks, is simply to admire and applaud. She is very wrong.

The years from eighteen to twenty-two are as important as any, if not in the function of character, at least in "the settling" of it. It seems to me that so many parents undo successfully during this period all the good they may previously have done.

When they have learnt this lesson, we may reasonably hope for a considerable decrease in the yearly output of young prigs.

"Oh, look, Albert, at the dear little grave yard."

AMAH'S BROTHER CHARGED.

SAW CUFF LINKS AND TOOK THEM.

EUROPEAN'S LOSS.

Charged before Mr. Whyte Smith at Kowloon this morning with having stolen a pair of gold cuff links from Mr. H. R. Simpson, of No. 4 Torres Buildings, Kimberley Road, a Chinese youth said that he had paid a visit to his sister, who was the amah there, and seeing the links on the floor he picked them up and carried them away.

Mr. Whyte Smith:—That is surely theft; is it not?

Defendant:—I did not realize that it was wrong to do it.

Detective Sergeant Humphreys said that those were the facts of the case. The defendant's sister was wishing complainant's shirt and had put the cuff links aside, and the defendant had taken them. He sold the links to a pawn broker for $4. They were worth $35.

The defendant's sister said that her brother was a good man. He had only just come from the country, and came to visit her to get some money to buy food.

Mr. Whyte Smith:—His action does not seem like the action of a good man.

Addressing the defendant his Worship said:—You were doing not only a very dishonest thing but doing a mean thing by your sister, because if you had not been found out your sister would very likely have been suspected. If a person loses a pair of cuff links the blame always falls on the amah. Six weeks' imprisonment.

Sergeant Humphreys:—Would your Worship make an order about the cuff links?

Mr. Whyte Smith:—I don't think the pawn broker should have taken the links from a Chinese of this class.

Sergeant Humphreys:—In this case it was English gold of which the links were made, and it is supposed to be inferior to Chinese gold. It also might be that the defendant got the links as his due in a gambling debt. The $4 was found on the defendant.

Mr. Whyte Smith:—You are rather inclined to think that the pawn broker acted in good faith?—Yes, I thinks so.

An order was made that the $4 should be returned to the broker, and the links to Mr. Simpson.

APPEAL TO PRIVY COUNCIL.

(Continued from Page 1.)

in others it was too long. The respondent could always take out a summons in cases of delay and the matter could be left to the advisers on both sides. The letter concluded by saying that the matter was raised merely for the purpose of getting the practice settled.

Counsel went on to say it was not for him to ask for a time limit as he preferred to have a free hand, but he was not prepared to ask for unlimited time prior to the receipt of the letter. He pointed out that according to the reading of the rules, their Lordships could please themselves whether they ordered a time limit or not.

Profession's Desire.

Mr. Jenkin said the time limit matter was the only point upon which he wanted to address the Court. He continued that on the occasion of the last application for leave to appeal it was assumed by the Court that the practice was that the Court should fix a period of six months, but the legal profession desired that the matter should be considered by their Lordships upon some precedents. He agreed with Mr. Alabaster that the construction of the rule was such as not to make it obligatory on their Lordships to fix a time at all. The parties themselves might disagree as to the time preparation of the record would take and their Lordships would not be able to judge who was right unless they measured documents and appraised the time, in which case they would have to consult printers and so on.

Mr. Davidson, continued counsel, had collected as many authorities as he could find—and they were difficult to trace—since the filing of the application in the present case—which showed it had been the practice in the Court of Appeal not to fix a time limit at all.

Danger of Fixing.

The danger, he said, of fixing a period which might be longer than was required by the appellant, was that the respondent would be delayed in the enjoyment of the judgment he had already obtained. In the case under consideration it was worthy of note that Sir Henry Gollan was not a member of the Appeal Court, so that the matter had been before four different judges and the original judgment had been confirmed. It was desirable that the respondent's rights should not be delayed any longer than was absolutely necessary.

Mr. Jenkin submitted that if their Lordships decided they must fix a period then he would suggest that three months were ample, while if it was later found that it was not sufficient, then the appellant could apply for an extension. In the Infants' Mortgage Appeal Case three months was fixed, but the record was a very heavy one so they obtained an extension of time.

Waste of Time.

Mr. Justice Wood remarked that it seemed a waste of time to fix too short a period.

Mr. Jenkin said it might be, but on the other hand, if too long a period were fixed, the respondent would be seriously handicapped. Once the record was prepared in such a case, there would be no need to dispatch it until the time limit had expired. It was not suggested that the present appellant would do such thing, but nevertheless it paved the way for such obtacles to be placed in the respondent's way.

Mr. Jenkin then quoted various cases in which no time limit had been fixed.

Mr. Justice Wood:—If my recollection is correct, when a similar matter was before us a few days ago, you then said the practice was for a limit of six months to be fixed.

Mr. Jenkin:—No, my Lord. Mr. Sheldon stated that and I denied it, but the Court held that that statement was uncontradicted and that six months was the practice.

After counsel had informed the Court that the rest of the matter was formal, their Lordships granted leave to appeal and fixed no time limit.

HIGHER TARIFFS CONDEMNED.

THE DANGER TO WORLD RESTORATION.

BRITAIN'S ATTITUDE.

London, Sept. 14.

Addressing the League Assembly at Geneva yesterday, Mr. William Graham, the President of the Board of Trade, referred to the tariff conference held early this year. The convention suggested by the conference pledged its signatories against any increase of tariffs before April, 1931, and Mr. Graham announced that the British Government had decided to ratify it, and urged the other nations to do the same before November, when the negotiations between the States for further tariff reductions would begin.

Eighteen countries have signed the convention, and twenty-three have signed the protocol for further negotiations.

Mr. Graham urged upon the Assembly the need for economic disarmament and a cessation of tariff warfare. "We have to sound an international note in economic relations," he said. Referring to the world-wide trade depression, he said the danger of the moment was that all the nations in these economic straits had turned forthwith to protection of their own industries as a remedy. The lessons of the world conference of 1927, which was called not indeed for free trade but for freer trade, were forgotten. Politicians yielded to insistent demands of industry and commerce for protection.

Though a tariff truce conference was held early this year, the agreement that resulted from it fell far short of the hopes of those who had advocated the conference most warmly. Nevertheless, the convention pledging the signatories against any increase of their tariffs before April, 1931, had its value, and the British Government had decided to ratify it. More important, however, were the coming negotiations, aiming at general tariff reductions, which would have begun in the early autumn, and would, it was hoped, yield results early next year.

All this, Mr. Graham maintained, was part of the dominating problem of world restoration. He refused to believe that any contribution towards that restoration could be made by restrictive tariffs, which while they might give a temporary stimulus to certain industries, could in the long run long retared recovery.—*British Wireless.*

A Putney young woman whose banns were read in church one Sunday has discovered from the police that her fiancee is a married man. The fact was disclosed at Tower Bridge Court, when Albert Mennis (32), was charged with stealing clothing and jewellery worth £245, the property of Mrs. Joan Anderson, Woodborough-road, Putney, to whose maid (Gertrude Davy) he was engaged. Detective MacDonald said Mennis had been convicted for robbing his mother. He had deserted his wife and child since 1925, and was a thorough scoundrel. Mennis was sentenced to six months' imprisonment.

NOTES CONVERTED TO PAPER!

UNAVAILING STORY IN COURT.

FOUND IN SOCKS.

An interesting story was told by a Chinese charged before Mr. Whyte Smith, at the Kowloon Magistracy this morning, with the larceny of $150 from his employer.

The defendant said that he was given the $150 in Hongkong by his employer to be handed over to another man in Kowloon. After counting the money and finding it correct, he put it into his purse. When he took out his purse at Kowloon he found that instead of bank notes there was just some paper in the purse. He returned to Hongkong and informed his employer about it but was told that that was his own business. Defendant then went to the police station and there he was searched, and the money found in his socks. He did not know how it got there.

Mr. Whyte Smith:—Do you say that when you got the notes from your employer they were only paper and not notes?

Defendant:—No, I don't say that. They were notes alright.

Mr. Whyte Smith:—And you say that by some supernatural means the notes in your purse became converted to paper?

Defendant:—I don't understand it at all.

Acting Sub-Inspector Russell:—He told me at the station that he had been robbed, and that the robbers had taken the money and had put the paper into the purse. When the defendant was searched $120 was found in the right sock and $25 in the left.

Mr. Whyte Smith:—Are you going to plead guilty or not?

Defendant:—I think I will have to plead guilty.

Mr. Whyte Smith:—Three months' hard labour.

POLICE RESERVE.

ORDERS FOR THE CURRENT WEEK.

Police Reserve orders by the Hon. Mr. E. D. C. Wolfe, C.M.G., Inspector General of Police, states:

General.

Revolver Practice.—The regular weekly revolver practice (voluntary) will take place at the Bowen Road Revolver Range on Wednesday, September 17th., from 5.30 p.m. to 7.00 p.m. It will be open to all rankh of the H. K. P., Special Constables Indian Company, Hongkong Police Reserve and to persons holding permits to carry arms.

Police Training School.

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held on Tuesday, September 16th. at 5.30 p.m. All members of the Chinese and Indian Companies, and of the Flying Squad who have not yet passed Part 2 of Training Course should attend.

Winter Uniform.

Members of the Chinese, Indian, Flying Squad and Sharpshooters' Companies are warned to get their Winter Uniform ready; those who are not in possession of same will apply to their respective Equipment Officers.

Indian Company.

Revolver Practice.—All ranks of the Indian Company will attend at the Bowen Road Revolver Range on Wednesday, September 17th. at 5.30 p.m. sharp for revolver practice under Musketry Instructor E. Carpenter.

Flying Squad.

The weekly instructional patrol of the Kowloon Section will take place on Tuesday, September 16th. Fall in at Tsim-tsa-tsui Fire Brigade Station at 5.30 p.m. sharp. Dress—Khaki Uniform and Cap with Khaki Cover.

The weekly instructional patrol of the Hongkong Section will take place on Friday, September 19th. Fall in at the Central Police Station at 5.15 p.m. sharp. Dress—Khaki Uniform and Cap with Khaki Cover.

Sharpshooters' Company.

Riot Drill.—Riot Drill will be carried out on Tuesday, September 16th. 1930. Members will fall in outside Queen's Pier at 5.15 p.m. sharp, and proceed by motor transport to Kennedy Road. Uniform if possible. Members will bring their rifles, truncheons, revolvers, belts and holsters. A full attendance is desired.

Rifle Practice.—Rifle practice will be carried out on the Tai Hang Rifle Range on Sunday, September 21st., at 10.00 a.m. Members will assemble on the range at that time with both rifles and revolvers, as some revolver practice will be carried out during the morning. Uniform optional. Ammunition will be available on the range.

(Sgd.) D. L. King,
D. S. P. (R).

TSINANFU ATTACK POSSIBLE.

MARSHAL YEN MAY EMPLOY 60,000 MEN.

BIG COUNTER-MOVE.

Peking, Sept. 14.

A gigantic Northern move in which Marshal Yen Hsi-shan will employ the service of 60,000 Shansi troops for a big counter-attack against the Nationalist defenders at Tsinanfu, the capital of Shantung, was revealed by Marshal Yen to newspaper correspondents at Shihchiachwang to-day. Marshal Yen departed from Tehchow on the Shantung-Chihli frontier during the week-end and on his way to Shihchiachwang he stopped at and inspected his troops at Tsangchow. He will confer with Marshal Feng Yu-hsiang in northern Honan before returning to Peking.

In Peking the Northern leaders are taking every precaution against more visits by Nanking aeroplanes and during the week-end a number of workers were seen busy erecting a tunnel at the residence of Marshal Yen Hsi-shan, whose General Staff has been removed from Taiyuanfu to Peking. There is considerable comment in the newspapers of the possibility of calling a truce, and observers predict that the Northerners are getting tired of the prolonged war.

A Dutch engineer attached to the Lung-Hai Railway is at present on a visit to Peking where he has made a statement to the Press that the Lung-Hai Railway revenue has suffered an unprecedented loss of several million dollars by the great damage done to the line during the warfare of the last few months. All communication along the railway has been interrupted for the past forty days. The management of the railway is paying its hundreds of workers without receiving a cent's revenue.

The majority of the rolling stock along this Railway has been commandeered by Kuominchun commanders at Chengchow where the week-end witnessed a general retreat of the Kuominchun troops from the various fronts to Chengchow, apparently in connexion with a Kuominchun scheme to concentrate at Kaifeng. Marshal Feng Yu-hsiang is holding a big conclave at Kaifeng with some twenty Divisional commanders of the Kuominchun Army.

CLASHES OCCUR IN BERLIN.

(Continued from Page 1.)

Press of the country, for the Fascists possess only a few papers of their own, but the Party's active propaganda among the masses and its slogan of "Down with everything Republican" galvanised the working classes and the middle classes.

The Fascists do not favour a Monarchy, but a Dictatorship on Mussolini lines.—*Reuter.*

Earlier Reports.

Berlin, Sept. 13.

Between 8 a.m. and 5 p.m. on Sunday the German electorate will tackle the task of eliminating, by the proportional representation system, 4,500 candidates out of 5,000 contesting 500 seats in the Reichstag.

The man in the street here has long ceased trying to master the intricate political system which has resulted in the formation of 24 parties, but he realises that Germany has reached a critical stage economically, therefore something must be done. Hence the poll is likely to be the heaviest on record.

Though the National Socialists made much capital out of denouncing the Young Plan, foreign affairs are only a very minute issue of the elections, which many think will decide the fate of the present constitution, and result possibly in a reactionary Fascist Government, or Dictatorship; or even the restoration of the Monarchy.

The twenty-four parties may roughly be boiled down to four, namely the National Socialists (Fascists), the Centre (Catholics), the Social Democrats and the Communists.

It is generally estimated that the Centre will lose heavily to the Fascists, and the Social Democrats to the Communists, with the probability that by strengthening these violent opposites the new Reichstag will prove even more abortive than the last composition, which included 152 Socialists, 54 Communists, 61 Centre, 17 Bavarian People's Party.—*Reuter.*

Candidates Increase.

Berlin, Sept. 13.

At least 35,000,000 people are expected to vote in to-morrow's general election. The candidates now total 6,478 men and 673 women for the 510 seats. There are nine hundred more aspirants than there were in the election in 1928 when 28 women were returned to office.

The battle is one between moderation and extremism, namely between the middle parties which support the present Bruening Government against the right extremists (or National Socialists), led by Herr Hitler, and the Communists.

Both these expect to increase their representation, but the once powerful national party is likely to sustain losses. All indications are that the election will produce a political deadlock, as the middle parties are not likely to muster sufficient strength to form a coalition Government.

Herr Bruening may, however, endeavour to obtain Socialist support, or at least benevolent neutrality. The campaign has passed off pretty quietly.—*Reuter.*

HEAVY BAIL IN ARMS CASE.

PRISONER'S STATEMENT IN QUESTION.

"JOINT POSSESSION."

The significance of a statement made by a prisoner in answer to a charge, was questioned before Mr. Lindsell at the Central Police Court thih morning, when Mr. Horace Lo appeared on behalf of a Chinese charged, together with another man and a woman, with being in joint possession of a revolver and 45 rounds of ammunition in Connaught Road Central.

His Worship asked how the Police were charging the defendants with joint possession, and Detective Sergeant Whelen intimated it was hoped to prove guilty knowledge against each on a sequence of circumstances. The arms were found on the first defendant (the woman) who pointed out the second defendant as the man who had given her the weapon and ammunition. When questioned, the man took the Police to the third defendant (Mr. Lo's client) and accused him of having handed over the arms on board the s.s. Taiping.

His Worship asked if that was the only evidence against the third defendant, and indicated there was no case against him if there was no further evidence.

In reply to his Worship, the Police officer said that in his statement to the Police the Third defendant declared that he had nothing to say.

His Worship pointed out that the third defendant should have been charged with possession on board the Taiping.

In answer to the charge the first defendant denied guilty knowledge, while the second defendant admitted that he knew the contents of the parcel when it was handed to him.

When the question of bail was raised, Mr. Lo intimated that the evidence against his client was very flimsy.

His Worship drew attention to the statement, but Mr. Lo asked if his Worship regarded it as tantamount to a plea of guilty.

His Worship remarked that he did not take it as a plea of guilty but it looked like an admission of the correctness of the charge. He said that an innocent man would have denied the charge.

Mr. Lo replied that the charge was one of possession in Connaught Road, which was impossible, and the statement made by the defendant merely meant that he knew nothing of the incident.

The defendants were remanded until Thursday morning, bail being granted in the sum of $5,000 each.

EUROPEAN LADY'S BIG LOSS.

THIEVES' HAUL OF MONEY AND JEWELLERY.

Consequent on a report that a resident on the Peak has suffered the loss of money and jewellery amounting to a large sum, a *Telegraph* reporter enquired at Police Headquarters this morning and was informed that the victim was Mrs. H. A. Taylor, wife of the Government Opium Analyst and Assistant Superintendent of Imports and Exports.

Mr. and Mrs. Taylor reside at No. 550, The Peak, and they discovered the theft on their return home early on Sunday morning. The theft took place between 8 p.m. on Saturday and 1 a.m. on Sunday. A drawer in the bedroom was found to be unlocked and money and jewellery amounting to about $1,650 were missing.

The house is situate in a somewhat isolated spot at Mount Cameron. Usually, immunity from thieves is conferred by the presence of a number of Alsatian hounds which Mr. Taylor owns. The fact, as discovered in the investigations following the robbery, that the dogs were not disturbed, would seem to indicate that the person who committed the crime was familiar to the dogs, as, for instance, a discharged servant.

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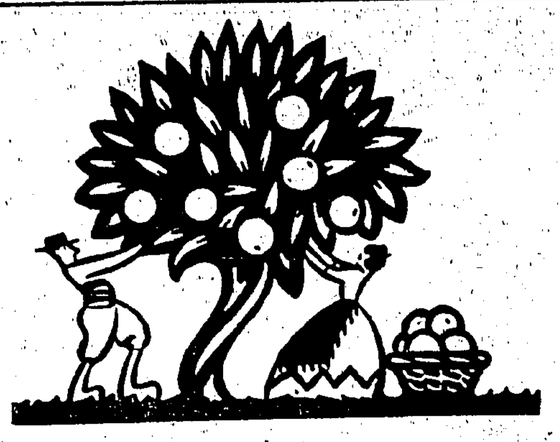

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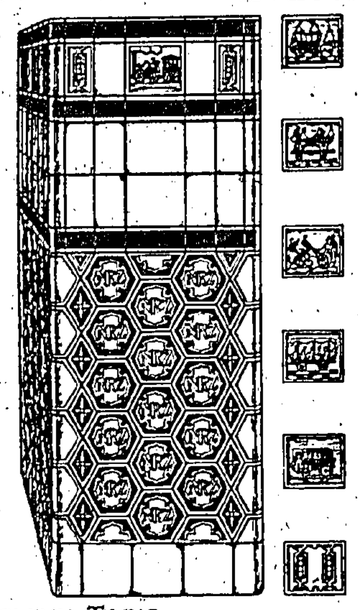

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THE WORLD of SPORT

LOCAL FOOTBALL.

FRIENDLY MATCHES ON SATURDAY.

The R.A. and Argylls met in a friendly game on the Garrison ground at Sookunpoo on Saturday, the R.A. winning by two clear goals.

The Argylls were well served in the attack, but Fletcher was outstanding in the Gunners' goal. Walker scored the only goal of the opening half.

The Argylls were unlucky during the second half of the game for they had the measure of the Gunners but failed to pass Fletcher. A mistake by the Argylls' defence let in Moore and he went through to score the R.A.'s second goal.

Hay led the Argylls' attack in great style but they failed to register a goal and retired defeated by two goals to nil.

South China v. Navy.

A friendly game between the above teams was played at Caroline Hill, South China winning by three clear goals. The Navy had out an experimental team but found South China in good form. The only goal of the first half was scored by Ip Pak-wa.

Resuming, the Navy got together better than during the first half but failed against South China's defence. Further goals by Fung King-cheong and Chui Kwok-luen gave South China the victory by three goals to nil.

Garrison Football.

The Hongkong Garrison Football League opened the season last week, matches being played each afternoon from Monday to Friday on the military ground at Sookunpoo. Seventeen teams have entered the League, each battery of the R. A. providing a team, the Somerset Light Infantry five teams, the Argyll and Sutherland Highlanders four teams, and R.E., R. Signals, R.A.S.C., R.A.M.C. and R.A.O.C. one team each. All the fixtures for the season have been allotted their dates, and each side will play the other teams once. Even so, the fixture-list goes as far as January 30th, 1931.

Only a few matches are being played between November 7th and December 1st, as troopships will be arriving and departing during this period, whilst Camps will also take a number of troops from Hongkong to out-lying stretches of the New Territories. The fixtures as arranged, provide for the five Somerset L. I. teams playing off forty-three matches before their departure for India, when their unplayed matches in the League will be taken over by the South Wales Borderers who relieve the Somersets in November. Form cannot be judged at present, but there will be a number of changes in most sides, and the Artillery will lose some of their best exponents when troopships depart.

Last week's matches, and their results may be summarised as follows:

31st. Battery, R.A., defeated "C" Company, S.L.I., by three goals to two.

"D" Company, S.L.I., defeated the Royal Corps of Signals by seven goals to nil.

R.A.M.C. lost to "B" Company, S.L.I., by seven goals, scoring two to their opponents nine.

"B" Company, A. and S. Hldrs., defeated 12th Battery, R.A., by the odd goal in five.

H. Q. Company, S.L.I., drew with H. Q. Company, A. and S. Hldrs., each team scoring once.

This week's games in the Area Football League are all to be played at Sookunpoo, though next week all the three grounds, i.e., Sookunpoo, Chatham Road, and Happy Valley, will be in use. For this week the fixtures are as follows:

To-day, "B" Coy., S.L.I. v. "C" Coy., S.L.I.

To-morrow, R.A.S.C. v. "B" Co., A. and S.H.

Wednesday, "A" Coy., S.L.I. v. "D" Coy., S.L.I.

Thursday, R. Engineers, v. 31st. Btv., R.A.

Friday, R.A.O.C. v. R. Signals.

All games will commence at 5 o'clock.

LOCAL CRICKET.

PREPARING FOR THE LEAGUE SEASON.

In a trial cricket match on the Sookunpoo ground, an Indian eleven captained by A. H. Rumjahn defeated a side captained by F. M. el Arculli. Batting first, Arculli's side were dismissed for the meagre total of 43. Hajee Esmail contributing 18. A. el Arculli was the most successful bowler, capturing four wickets for 12 runs.

Rumjahn's eleven made 96 runs. A. el Arculli followed up his good bowling by scoring 23 runs. He was associated in a good first wicket partnership with S. A. Ismail, who scored 21 runs. Scores of 10 and 13 by A. H. Madar and A. R. Abbas helped to swell the total.

Argylls v. Somersets.

Playing on the Royal Navy ground at King's Park, the machine gun company of the A. and S. H. defeated the Headquarters Wing of the Somerset Light Infantry by 35 runs. The Highlanders took the first lease of the wickets and totalled 75 runs. L/Cpl. Robson was top scorer with 29 runs. The H. Q. Wing, S.L.I., were all dismissed for 40 runs. L/Cpl. Templeman contributing 15 runs. Robson followed his batting success by taking six wickets for eight runs.

HOME FOOTBALL.

RESULTS OF SATURDAY'S MATCHES.

The results of Saturday's Home football are given below. All are from Reuter excepting the 2nd Division Scottish League.

First Division.

Birmingham	3	Manchester C.	2
Blackpool	3	Middlesbro'	3
Bolton	1	Aston Villa	1
Grimsby	2	Wednesday	3
Leeds	4	Blackburn	2
Leicester	3	Portsmouth	1
Liverpool	1	Huddersfield	4
Manchester U.	4	Newcastle	7
Sheffield U.	3	Derby	3
Sunderland	1	Arsenal	4
West Ham	4	Chelsea	1

Second Division.

Bradford C.	1	Bristol C.	1
Charlton	1	Barnsley	1
Burnley	8	Reading	1
Notts. Forest	3	Stoke	0
Oldham	3	Millwall	1
Plymouth	2	Southampton	3
Port Vale	2	Cardiff	0
Preston N.E.	5	Wolves	4
Swansea	5	Bury	2
Tottenham	3	Bradford	2
West Brom.	1	Everton	2

Third Division (South).

Bournemouth	1	Watford	1
Bristol R.	2	Crystal Pal.	1
Coventry	7	Thames	1
Exeter	2	Torquay	2
Fulham	2	Clapton O.	0
Gillingham	0	Northampton	2
Luton	2	Southend	1
Newport	0	Brentford	2
Queen's Park	4	Brighton	1
Swindon	1	Notts. County	3
Walsall	7	Norwich	0

Third Division (North).

Accrington	5	Tranmere	2
Barrow	1	York	2
Chesterfield	2	Rotherham	1
Darlington	1	Crewe	2
Doncaster	0	Hull	2
Gateshead	0	Lincoln	1
Halifax	1	Nelson	0
New Brighton	0	Wigan	2
Rochdale	4	Wrexham	3
Southport	1	Carlisle	2
Stockport	3	Hartlepools	1

First Division Scottish.

Aberdeen	2	Motherwell	4
Clyde	1	Hearts	2
East Fife	1	Airdrie	5
Falkirk	1	St. Mirren	3
Hamilton	0	Celtic	0
Hibernians	0	Partick	3
Kilmarnock	2	Ayr	1
Morton	1	Cowdenbeath	2
Queen's Park	2	Dundee	2
Rangers	4	Leith	1

Scottish.—Second Division.

Albion R.	1	St. Johnstone	3
Arbroath	2	E. Stirling	2
Bo'ness	3	Forfar Ath.	2
Brechin C.	2	Raith R.	2
Dumbarton	4	Montrose	1
Dundee, U.	1	Third Lanark	2
Dunfermline	4	Alloa	0
King's Park	3	Armadale	2
Queen O' Sth.	5	Clydebank	0
St. Bernard's	2	Stenh'semuir	2

ARMOUR WINS THE "PRO" TITLE.

PUTT ON THE LAST GREEN DECIDES ISSUE.

Fresh Meadows, Sept. 13.

Armour won the professional golf championship by beating Gene Sarazen one up. The Scotsman and the New Yorker reached the final hole even and there was a matter of inches in the distance between the balls and the cup. Armour was declared away by the referee, Leo Diegel. His putt went straight for the hole with barely enough momentum to sink it. Sarazen, putting only six inches, less than his opponent, missed by an inch. Tommy Armour's putt gave him a par four for the hole and the match. —*Reuter's American Service.*

DEFEAT AVENGED.

LONDON GIRLS' SUCCESS IN BERLIN.

Berlin, Sept. 13.

London avenged Great Britain's defeat at the Prague women's athletic Olympiad by beating the Berlin girls by 47 points to 46. The Londoners won all the track events except the hundred metres. Four Japanese participate but outside the competition.—*Reuter.*

LONDON TO BRIGHTON.

HOLDER ESTABLISHES NEW WALK RECORD.

London, Sept. 13.

T. Green (Belgrave Harriers) the holder of the title, won the London-Brighton walk in the record time of 8 hours, 2 minutes, 55 seconds. Ludlow of Derby was second in 8 hours, 26 minutes 35 seconds, and Brignoli (Italy) third in 8 hours, 36 minutes, 28 seconds.—*Reuter.*

THE TAIKOO CLUB SWIMMING GALA.

EVENTS UNAFFECTED BY WEATHER.

The inclement weather did not prevent the Taikoo Club swimming gala being held at the Victoria Recreation Club yesterday afternoon and quite a large sized gathering assembled to contribute to the success of the sports.

The entries in all the events were quite large and keen rivalry was shown during the meet. Excellent swimming was witnessed in spite of the coldness of the water and the cold breeze blowing. The keenest interest was aroused in the sports by the younger generation who were greatly in preponderance.

All the events were worked off smoothly without any hitch and great credit is due to the organisers for the precision with which the various races were carried out.

At the conclusion of the meet Mrs. F. J. Shervell distributed a glittering collection of prizes.

Mr. D. B. Bone, presiding at the distribution, said:—Ladies and Gentlemen, Boys and Girls. "If you realised as I do to what an extent the success of this event to-day has been due to the enterprise and energy of Mr. Russell you would understand my diffidence in now addressing you. I can only thank you all very much on behalf of the Taikoo Club, for making this gala a success, especially when one considers the inclement weather which has made travelling rather uncomfortable. We are greatly indebted to those members who generously subscribed to the funds thereby allowing us to engage the bath of the Victoria Recreation Club, to whom we tender our best thanks for their generosity.

"Our swimming gala is now becoming an annual event and as the years go round we trust the prosperity of the club will be such as to warrant the continuity of this most important function in the programme of the Taikoo Club. Due to reasons best known to others our programme has been altered somewhat. But we have included all the potential swimmers in our midst and hope they will pluck up the necessary courage to participate in the various events at this gala.

"Owing to unsatisfactory conditions we would be very pleased to have the four young ladies again try the Wee Channel swim as I feel confident that given more suitable conditions they can all do it. We wish to thank Mr. and Mrs. Shaw for their generosity in presenting the prizes for the channel swim."

After the distribution of the prizes, Mrs. Shervell was presented with a boquet of flowers and three hearty cheers were called for her.

The Officials.

Hon. President, Mr. T. H. R. Shaw.
Hon. Vice-Presidents, Messrs. K. E. Greig and A. R. H. Phillips.
Chairman, Mr. D. B. Bone.
Judges, Messrs. R. Gray, T. Stainton, J. Polson and W. B. Adams.
Handicapper and Starter, Mr. James Stewart.
Hon. Secretary, Mr. J. Russell.
Hon. Treasurer, Mr. D. Munro.

Results.

Boys Race, One Length.—Class "A."—1, C. Amery; 2, J. Wade.

Class "B."—1, D. Wilson; 2, D. Gray.

Girls' Race, one length Class "A."—1, Nan Laing; 2, R. Summers. Class "B."—1, H. Weir; 2, V. Gray.

Youths' Race, 100 yards.—1, J. Sloan; 2, R. Amery.

Ladies' Race, Senior.—50 yards.—1, G. Swan; 2, C. Weir.

Ladies' Race Senior,—50 yards.—1 F. Cousins; 2, J. Whyte.

Men's Race, one length.—1, R. Gray; 2, J. Wade.

Married Ladies' Race, one length.—1, Mrs. Wilson; 2, Mrs. Oswald.

Diving, Class "A."—1, John Sloan; 2, T. Stainton. Class "B."—1, C. Amery; 2, R. McLeod.

Diving, Girls, Class "A."—1, G. Swan; 2, F. Cousins. Class "B."—1, Nan Laing; 2, R. Summers.

Blindfold Race, Boys', one length.—1, C. Amery; 2, F. McNellie. Girls.—1, C. Weir; 2, G. McNellie.

Mixed Team Race, Senior "A."—1, Mr. Russell's team; 2, Mr. Gray's team.

Mixed Team Race, Junior "B."—1, Mr. J. Sloan's team; 2, Mr. R. Amery's team.

Mixed Team Race, Juvenile "A."—1, Master F. McNellie's team; 2, Master C. Amery's team.

Wee Channel Swim held on Wednesday, September 10, Senior.—1, R. Amery; 2, J. Sloan. Junior.—1, Ina Cunningham.

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CHINA AND SEAT ON THE LEAGUE.

SUCCESS NOT LIKELY IN THE ELECTION.

Geneva, Sept. 13.

China is again this year competing for a non-permanent seat on the League of Nations Council, the election for which is to be held on Tuesday next. It is very doubtful, however, whether she will succeed.

It is generally expected that the three vacant seats will be filled by the Irish Free State, one South American country and one Scandinavian nation.—*Reuter.*

IROGOYEN STAYS A PRISONER.

NOT ALLOWED TO LEAVE ARGENTINE.

New York, Sept. 13.

A message from Buenos Aires states that it is officially announced that ex-President Irigoyen has been arrested. He will not be allowed to leave Argentina. He is still on board a cruiser which is lying just outside the harbour.—*Reuter.*

EXCHANGE RATES.

London, Sept. 14.

Paris	123.755
Amsterdam	12.07¾
Copenhagen	18.16
Helsingfors	103
Bucharest	814
Bombay	1/5¾
New York	4.86
Milan	92.705
Oslo	18.17
Madrid	44.45
Rio	4.31/32
Shanghai	1/7¾
Brussels	34.865
Berlin	20.402
Vienna	34.405
Lisbon	108.25
Buenos Aires	41
Hongkong	1/3¾
Geneva	25.055
Stockholm	18.095
Prague	163¾
Athens	375
Montevideo	41½
Yokohama	2/0¾
Silver (spot and forward)	16.13/16

—*British Wireless.*

DOEG BEATS SHIELDS IN FINAL.

WINS THE AMERICAN SINGLES CHAMPIONSHIP.

Forest Hill, Sept. 14.

In the final of the American Lawn Tennis Singles Championship played here to-day Doeg beat Shields 10-8, 1-6, 6-4, 16-14.—*Reuter's American Service.*

NARCOTIC DRUGS.

RUSSIA INVITED TO GENEVA CONFERENCE.

Geneva, Sept. 13.

The Council is inviting Russia to participate in the forthcoming Conference on the manufacture of narcotic drugs, as she has become a manufacturing country.—*Reuter.*

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ARSENIC FOUND IN TEA.

RIDDLE OF DEAD GIRL UNSOLVED.

AN OPEN VERDICT.

A cup containing what a doctor described as very nearly a fatal dose of arsenical weed-killer was an exhibit at the resumed inquest at Winchester on Elsie Isabel Duckett, a 17-year-old servant girl employed by Mr. R. B. Budd, a Monk Sherborne farmer.

The girl was taken ill after drinking tea, which, she said, "tasted bitter." She died in hospital. At a previous hearing Mr. Budd spoke of a tin of weed-killer which was kept in a shed and said he found it with the tin cap off and the cork loose.

The jury returned a verdict that death was due to arsenical poisoning, adding that it had not been proved how it was administered.

In his summing-up the coroner said:

This inquiry has been lengthened by two matters.

"The first is that if the facts that came to the knowledge of Dr. Daly had been reported to the police on July 7, as I think it was his duty to report them, this inquiry might have been more satisfactorily gone into.

"When I asked him why he did not do so, Dr. Daly said because it was confidential. There could be no confidence about it.

"Unfortunate."

"The second fact is this. It is not for me to criticise the police, and I am not going to do so but I do say I think it was a little unfortunate, at all events, that some real attempt was not made to obtain a statement from the girl.

"She lived for about 12 days after being brought to the hospital and, as far as I know, no statement was taken from her, nor was any effort made to obtain one.

"These two matters have left the case in a very difficult position.

"The crux of the whole matter was how the weed killer got into the cup.

"It is possible the girl might have thought she was in trouble and put poison in the cup, not necessarily to kill herself but to do away with what she thought was trouble.

"But there is not sufficient evidence to show that the girl administered poison to herself, although that would supply a motive.

"Nor is there any one person against whom a verdict could be returned. On the evidence, I think you will find an open verdict."

He stated that the verdict left the case open for further inquiries by the police if they thought fit.

Traces of Poison.

Dr. Herbert L. Cronk, the Hampshire County Medical Officer, said during the earlier proceedings that he received from Mr. Budd a specimen of vomit, with a request to make an analysis. He did not detect any arsenic in it. In organs which he examined he found "decidedly more arsenic than the body normally contains."

The Coroner: Supposing a person had drunk a cup of tea with some of the weed-killer in it, is that what you would expect to find?—The findings would tally with that.

A cup was then handed to the doctor, who said that there was a trace of weed-killer on the bottom of it.

"You would not notice it at all," he said, "but for the colour. There are about six drops there—very nearly a fatal dose."

"Criminal Ideas."

Dr. Isaac Gordon, medical officer at the Royal Hants County Hospital, said that he diagnosed toxæmia as the cause of the girl's illness.

"I use the word toxæmia," he said, "because poisoning brings to the mind criminal ideas."

The doctor added that in his opinion the girl was not in a certain condition.

He thought that death was due to arsenical poisoning.

George Aldwell, a butcher employed by Mr. Budd, said that he had been out with the girl on two occasions.

Aldwell agreed that he made a statement to the police in which he said that he had never been out with Elsie Duckett, and had never written to her.

The Coroner: Why did you say something which was untrue?

Aldwell: I did not remember at the time. I thought of it afterwards.

The Coroner (reading from Aldwell's statement to the police): "One night in my lodgings I heard Elsie say that if ever she got into trouble she would do away with herself.

Aldwell: Yes, I heard her say so.

THRILLING MOTOR DRAMA.

ITALIAN FACES DEATH TO SAVE FRIEND.

COOL COURAGE SHOWN

Two famous Italian motor-car racers had a thrilling escape from death on the Ulster Grand Prix course, near Belfast.

In the first morning's practice for the race one man saved the life of the other by a splendid act of courage, unprecedented in the history of motor racing.

Thousands of children and young men and girls saw the episode.

The accident followed two other narrow escapes of noted British drivers.

Twenty minutes from the close of practice Signor G. Ramponi, on his O. M. Italian car of roughly 19 horse power with a maximum speed of 105 miles an hour, appeared slightly dissatisfied with the machine's behaviour, Signor E. Fronteras, who owns the car, suggested that they should travel a lap of the 14 miles course together, he acting as Ramponi's mechanic.

All the roads on the course had been treated with granite chippings.

Ramponi cornered the bend at the top of the hill, and struck a loose patch of these chippings. The tail of the car swung inwards to the left, but Ramponi, in a marvellous way, corrected the skid, only for a right-hand skid to develop, taking the car into the bank at almost 90 miles an hour.

Arms Interlocked.

Fronteras, gripping the side of the car, in a flash realised the inevitable and appeared deliberately to jerk himself off the mechanic's seat, ready to jump out, when he just as deliberately dropped into the seat again.

He caught hold of Ramponi's head and shoulders and forced him down into the car below the level of the bodywork.

At the moment that the car struck the bank it "catapulted" 15 feet into the air over the bank, turned over and over in its descent, with the two men each gripping a side of the car, their other arms interlocked and their free hands gripping a part of the steering-wheel.

The car and men landed in a deep ditch full of water, with the car wheels uppermost, the engine still running and the men trapped underneath.

In a few seconds a squad of Belfast first-aid men, with two nurses, scrambled down the bank, and men and girls pulled the car off the imprisoned drivers.

Nearly Drowned.

"Half a minute's delay and both men would have been drowned," said a medical eye-witness.

"They were far gone when they were got out. Fronteras unquestionably saved Ramponi's life through his superb coolness and courage."

Ramponi was found to have a minor injury to the stomach and nasty cuts on the head and face. Fronteras has lost a tooth or two.

In the two early narrow escapes Victor Horseman, a celebrated Liverpool motor-cyclist and car racer, and Kaye Don figured. Horsman's Triumph over-turned almost at the same spot as that of Ramponi's car. The cause is a mystery. Horsman and his mechanic were only slightly cut.

Kaye Don, on an Italian Alfa Romeo, on his first lap slightly misjudged his speed at a tricky double bend at Comber in sight of a crowd of towns people. The car swung round with a 130 miles an hour Mercedes rushing up to him.

Luckily Don's car stopped with ample room for the Mercedes to clear.

MANY BURGLARIES IN LONDON.

SCOTLAND YARD PERTURBED AT EPIDEMIC.

CRIME IN SUBURBS.

Scotland Yard is perturbed at the epidemic of burglaries and housebreaking now being reported from the suburbs of London.

In spite of the watchfulness of the local uniformed police and the patrols, petty housebreaking has activities of the Flying Squad increased at a season when the wave in this class of offence should be at its lowest.

In the ordinary way, the peak of the burglary "season" comes between December and January, when the nights are long. In the summer the criminal has only a few hours of darkness in which to operate. But in the last few weeks he has been disquietingly busy, even to the extent of working by day.

There is a technical difference between housebreaking and burglary. An offence committed between 6 a.m. and 9 p.m. is housebreaking, between 9 p.m. and 6 a.m. it is called burglary.

Last year 262 cases of burglary and 4,082 cases of house and shopbreaking were recorded in the Metropolitan police area.

Many of the present cases are due to the laxity of householders, who, before going on holiday, draw their blinds, lock all windows and doors and thus advertise the fact that their homes are untenanted.

Tempting the Burglar.

"The "Precautions" literally invite the attentions of burglars, who do their "scouting" during the day and their raiding by night.

It is much safer for the holiday-maker to leave the house with its normal appearance. To pull down the blinds is to invite trouble.

Handing the key to a neighbour who can be relied upon to open the windows in the morning and close them in the evening is another useful ruse to bluff the burglars, while a word to the police that the house is being left empty will result in the constable on the beat keeping a "special eye" on it.

One suburban householder, knowing something of the wiles of the holiday burglar and the danger of the scouting pedlar, left the tablecloth laid in the dining room apparently all ready for a meal! The ruse was effective, for though other houses in the road were raided this house was left severely alone.

A large number of holiday burglaries are committed by men who act on the information of pseudo-pedlars.

"Casuals" of Crime.

Among the offenders are young men who fill in their spare time between legitimate casual jobs by "borrowing" a car, dashing out to a suburb, raiding three or more houses before the theft of the car is discovered.

It is obviously impossible to have a policeman at every street corner, but householders can help to foil the raiders by using common sense.

Nearly £800,000 worth of property is stolen yearly in London, and only a quarter of it is recovered.

Contrary to general belief, the average crook is not clever in planning and carrying out burglaries. Outside the realms of fiction there are few criminals with more than average intelligence, though many of the criminal classes are cunning to a degree.

It is these part-timers—the casual criminals—who are responsible for the present epidemic, and drastic steps are being taken by the Flying Squad day and night to round them up.

'THE COUNT AND COUNTESS.'

FOUR YEARS' REIGN ON THE RIVIERA.

CHARGES OF FRAUD.

All along the Riviera society gossip these days is of the Count and Countess de Millaut, who for the past four years have been among the leading social figures on the coast.

The Count and his beautiful wife lived and entertained on a lavish scale; now they are facing charges of fraud and misappropriation of funds.

A Magnificent Villa.

When the couple first came to the Riviera they established themthemselves in a magnificent Venetian villa on the Boulevard de L'Imperatrice de Russie at Nice. This residence, known as the Villa Vigier, was famous towards the end of last century as the home of Count Vigier and his wife, who entertained most of the Royal visitors to the Riviera.

Here the "Count and Countess de Millaut" ran a brilliant saloon. In the garden they had an open air theatre built, and produced plays of Racine, Moliere and other classic dramatists. Riviera society also heard there some of the world's most famous singers.

Then the Count purchased a large piece of land between Nice and Monte Carlo, and announced that he was going to build the finest casino on the coast. The building was begun, but the work stopped several seasons ago, and from that time the "Count and Countess" were seen less and less in society.

The Creditors.

Several people who furnished funds wanted to know when they were going to see their money again, and as they have not received satisfactory replies, they have begun legal proceedings. One creditor, it is alleged, has a cheque for 110,000 francs which the bank will not look all.

When old Riviera residents search their memories, they recall a M. Millaut, who before the war held a post in one of the Nice casinos. In 1920, he returned to Nice as M. de Millaut a professor of music, and after another absence, he came back as a count.

AMERICAN STOCKS.

CABLED QUOTATIONS FROM NEW YORK.

The following quotations have been received from their correspondents in New York, by Messrs. Swan, Culbertson and Fritz, Sassoon House, Shanghai, (cable address: "Swanstock" Shanghai) who are not responsible for cable mutilations.

New York, Sept. 13.

Tone of Market.—Steady.

No. of Shares Done.—1,000,000.

Call Money.—2½%.

American Smelting	67
Anaconda Copper	46¾
Baltimore & Ohio	99
Borg Warner	29
Continental Oil	19
City Service Common	29
Curtis Wright Common	7
Eastman Kodak	215
Electric Bond & Share	83
General Motors	45
General Railway Signal	80
Gold Dust	42
Goodyear Tire & Rubber	53
Granby Consolidated	unq.
International Cement	66
International Nickel	unq.
Montgomery Ward	38
Radio Corporation	40
Radio Keith Orpheum	35
Sears Roebuck	72
Simmons Company	28
Standard Oil Co. of New Jersey	70
Standard Oil Co. of New York	31
Union Carbide & Carbon	79
United Aircraft & Transport	62
United States Rubber	20
United States Steel	170⅛

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Authorised Capital	£5,000,000
Subscribed and Paid Up	2,594,100
Reserve Fund	180,000

HEAD OFFICE:
122, Leadenhall Street, London, E.C. 3.
WEST LONDON BRANCH.
14-16, Cockspur Street, London, S.W.1.

BRANCHES:—Bombay, Calcutta, Calicut, Colombo, Hongkong, Madras, Shanghai, Singapore.

AGENCIES:—In all the principal towns of the world.

General Exchange and Banking Business transacted. Loans and overdrafts granted on approved security. Current and Fixed Deposit accounts opened.

SAVINGS BANK ACCOUNTS:—Interest allowed at rates which may be obtained on application.

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J. DONALDSON,
Acting Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.

HEAD OFFICE: LONDON.

Paid-Up Capital	£3,000,000
Reserve Fund	4,000,000
Reserve Liability of Proprietors	3,000,000

AGENCIES AND BRANCHES.

ALOR STAR (Malay States)	KUCHING
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BOMBAY	NEW YORK
CALCUTTA	PEKING
CANTON	PENANG
CAWNPORE	PESHAWAR
CEBU	RANGOON
COLOMBO	SAIGON
DAIRAN	SEMARANG
DELHI	SERAMBAN
HAIPHONG	SHANGHAI
HAMBURG	SINGAPORE
HANKOW	SOURABAYA
HARBIN	TAIPING
(North Manchuria)	(F.M.S.)
HONGKONG	TAVOY
ILOILO	TIENTSIN
IPOH	TOKYO
KARACHI	TONGKAH
KLANG	(BHUKET)
KOBE	TSINGTAO
KUALA KANGSAR (Perak F.M.S.)	YOKOHAMA
KUALA LUMPUR	ZAMBOANGA (Philippine Is.)

Foreign Exchange and General Banking business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up)	Y. 100,000,000
Reserve Fund	Y. 118,500,000.

HEAD OFFICE:—YOKOHAMA.

Branches and Agencies at

Alexandria	Kai Yuen	Saigon
Batavia	Karachi	San Francisco
Bombay	Kobe	Seattle
Buenos Ayres (Temporarily closed)	London	Semarang
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Canton	Lyons	Shimonoseki
Changchun	Manila	Singapore
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Pengtieh	Negoya	Sydney
(Mukden)	Newchwang	Tientsin
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Hankow	Osaka	Tsinanfu
Harbin	Peking	Tsingtau.
Hongkong	Rangoon	
Honolulu	Rio de Janeiro	

Vladivostock (Temporarily closed)

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

H. MORI,
Manager.

Hongkong, 10th September, 1930.

BANK OF CHINA.

Reorganized October 26, 1928, under special charter of The National Government as an

INTERNATIONAL EXCHANGE BANK.

Subscribed Capital	$25,000,000.00
Paid-Up Capital	24,710,200.00
Reserve Funds	3,820,503.82

HEAD OFFICE: SHANGHAI.

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Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.

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SHOU J. CHEN,
Manager.

THE HO HONG BANK, LTD.

(ESTABLISHED 1917.)

Authorised Capital	Straits	$20,000,000
Issued Capital	"	8,000,000
Paid-up Capital	"	4,000,000
Reserve Liabilities of Shareholders	"	4,000,000
Surplus	"	2,626,000

HEAD OFFICE:—SINGAPORE.

Branches: Agencies and Correspondents in the principal cities of the world.

Every description of Banking and Exchange business transacted.

TAN ENG HOOI,
Manager.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONGKONG.

No. 10, Des Voeux Road Central, Hongkong.

Authorised Capital	$10,000,000
Paid-Up Capital	5,000,000
Reserve	1,750,000

BRANCHES AND AGENCIES:—

Batavia	Melbourne	San Francisco
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KAN TONG PO,
Chief Manager.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital	$50,000,000
Issued and Fully Paid-up	20,000,000
Reserve Funds:—	
Sterling	£6,500,000
Silver	$9,500,000
Reserve Liability of Proprietors	$20,000,000

HEAD OFFICE: HONGKONG.
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ILOILO	SOURABAYA
IPOH	SUNGEI PATANI
JOHORE	TIENTSIN
KOBE	TOKYO
KOWLOON	TSINGTAO
KUALA LUMPUR	YOKOHAMA

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 16th July, 1930.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.

V. M. GRAYBURN,
Chief Manager.

Hongkong, 16th July, 1930.

THE NATIONAL CITY BANK OF NEW YORK.

HEAD OFFICE: 55, Wall Street, New York.

Capital, Surplus and Undivided Profits ..... U.S.$242,973,145

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F. McD. COURTNEY,
Manager.

Hongkong, 7th May, 1930.

THE BANK OF CANTON, LIMITED.

ESTABLISHED 1912.

Head Office:—Hongkong.

Authorised Capital	$11,000,000
Paid-Up Fund	8,665,600
Reserve Fund	1,000,000

BRANCHES:—
Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.

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LOOK POONG SHAN,
Chief Manager.

Hongkong, 13th February, 1930.

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ESTABLISHED 1824.

Hongkong Office: 11, Queen's Road, Central.

Authorised Capital	Guilders 150,000,000 (£12,500,000)
Paid-Up Capital	Guilders 80,080,000 (£6,669,270.)
Reserve Fund	Guilders 40,015,000 (£3,334,583.)

Head Office:—AMSTERDAM*

Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Jeddah, Djember, Djokjakarta*, The Hague*, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang Pekalongan, Pegang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Singapore, Soerabaia, Sourakarta (Solo), Tegal, Tjilatjap and Welteverden*.

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London Bankers:—National Provincial Bank, Ltd.

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	Hangsang	Sun 28th Sept at 10 a.m
TO SINGAPORE PENANG & CALCUTTA	Hosang	Wed 17th Sept at 3 p.m.
	Yuensang	Sun. 28th Sept at 3 p.m.
	Kumsang	Tues 7th Oct at 3 p.m.
TO OSAKA via AMOY, SHANGHAI & KOBE	Kumsang	Thurs 18th Sept at 9 a.m.
TO OSAKA via AMOY & KOBE	Suisang	Fri 26th Sept at 7 a.m.
	Namsang	Sun 5th Oct at 7 a.m.
TO SANDAKAN	Hinsang	Mon 29th Sept at noon.
	Mausang	Tues 7th Oct at noon
TO TIENTSIN via SWATOW & FOOCHOW	Cheongshing	Sun 21st Sept at 7 a.m.
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G. METZINGER	30th Sept.	PORTHOS	29th Sept.
ANDRE LEBON	14th Oct.	CHENONCEAUX	13th Oct.
PORTHOS	28th Oct.	ATHOS II	27th Oct.
CHENONCEAUX	11th Nov.	D'ARTAGNAN	11th Nov.
ATHOS II	25th Nov.	ANGERS	25th Nov.
D'ARTAGNAN	9th Dec.	SPHINX	9th Dec.
ANGERS	23rd Dec.	G. METZINGER	23rd Dec.

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SHAMROCK FIFTH DEFEATED.

ENTERPRISE WINS FIRST RACE FOR AMERICA CUP.

2½ MINUTES AHEAD.

Newport, Sept. 12.

Mr. Vanderbilt, the skipper of the yacht Enterprise, which is to defend the America Cup, has issued the following message to Britain:—"It seems fitting on the eve of the International yacht races to state that the crews of both yachts are tuned to the highest pitch and are ready for the starting gun. The friendliest relations exist between us and our adversaries are the finest sportsmen we know. We are looking forward to a close, keen and hard-fought series of races."—*Reuter's American Service.*

Vessels Compared.

London, Sept. 13.

The weather outlook for the America Cup race at Newport, Rhode Island, to-day was uncertain. The forecast was for rain and east winds early on and possibly intensifying later when the effects of a general disturbance caused by a hurricane moving up the Atlantic coast may be experienced.

The yachts start level and there is five and a half hours' time limit.

Experts are divided as to the chances of the rival craft, both of which have given great satisfaction on trials, but the general opinion is that Shamrock may prove the speedier of the two before the wind and the Enterprise sailing up the wind.

Mr. Heard will be at Shamrock's wheel to-morrow and Mr. Harold Vanderbilt, one of a syndicate of American sportsmen, who own the Enterprise, will be the defender's helmsman.

On the first, third, fifth and seventh days the yachts sail fifteen miles to either windward or leeward and in the return direction according to the wind. On the intervening days the yachts will race over a triangular course.—*British Wireless.*

Old Versus New.

Newport, R. I., Sept. 13.

Though Americans are confident that the Enterprise is the better boat, it may be said that the entire heart of America goes out in best wishes to Sir Thomas Lipton for his success in a final attempt to lift the America Cup.

There is less betting on the race than in previous contests, and odds have now changed from 3 to 2 in favour of the Enterprise to evens.

It is a contest of old versus new, with the wooden-hulled Shamrock V., embodying all the old ideas in yacht building and relying solely upon man power; and on the other hand, the metal sheathed Enterprise full of mechanical devices, the working of which occupy most of the crew below.

Nevertheless the Shamrock V., like the Enterprise, is an unknown quantity. Her crew insist that she prefers light airs, but she made a most favourable impression, as did the Enterprise, in a fresh breeze during the final workout yesterday.

The official weather forecast for to-day is cloudy with rain, and winds increasing during the day. Experts believe this will favour the challenger, as the first race is of fifteen miles to windward, and fifteen to leeward, and Shamrock V. is regarded as the faster before the wind.—*Reuter's American Service.*

THE RACE DESCRIBED.

Wind Fails When the Yachts Near the Line.

Newport, Sept. 13.

The morning of the first race for the America Cup broke grey and overcast. There was only the lightest breeze and fog descended later and delayed the start for forty-five minutes.

The course, which was policed by ships and aeroplanes of the United States' Navy, was surrounded by vessels of all sizes, from the smallest yachts to ocean liners.

After an hour's delay the race started at 12.55, the Enterprise crossing the line slightly ahead and increasing her lead to several lengths in the first half hour. After this, Shamrock drew up until the yachts were almost bow to bow. The American's sails drew better and enabled her again to secure a slight lead after the race had been in progress for an hour.

The Shamrock continued on a starboard tack but had not improved her position at 2.15. She was holding on like a bull-dog to the heels of the Enterprise. By this time the wind had increased to a velocity of eight miles an hour and this seemed to suit the Enterprise better than the Shamrock.

Beautiful Turn.

The Enterprise rounded the halfway mark at 3.02 and the Shamrock followed at 3.05.

Vanderbilt had difficulty in bringing the Enterprise round the mark, but Shamrock, on the other hand, turned beautifully and gained considerably. She was sailed too close to the wind, however, and at 4 p.m. the Enterprise led by ninety-five yards.

With the increased wind the Enterprise further increased her lead when five miles from the finish. It was then estimated that she was making ten knots. Shamrock was slightly to the windward, but this was no advantage as she was too far astern.

As the finishing line loomed up through the September haze the Shamrock was so far behind that only a miracle could prevent an American victory.

No Finishing Thrill.

Spectators on vessels crowded round the finishing point, but the yachts were too far apart to provide a thrill. The breeze weakened again until the competitors were almost stationary and then the Enterprise crawled over the line 2 minutes and 40 seconds ahead of the Shamrock.

The Enterprise therefore beat the Shamrock in the first race for the America Cup, which will be won by the yacht winning four of the seven races.

The Enterprise did the course in 4 hours. 2 mins. 50 seconds and the Shamrock in 4 hours. 5 mins. 30 seconds.—*Reuter's American Service.*

After Race Accidents.

Newport, Sept. 13.

In the scramble homewards after the America Cup race, Sir Thomas Lipton's steam yacht collided with a smaller yacht which was badly scraped and slightly damaged. No one was injured and both vessels continued on their way. Then an excursion steamer carrying eight hundred passengers struck a coastguard boat, which sprang a leak. No one was injured in this second mishap.—*Reuter's American Service.*

America's Regret.

New Port, R.I., Sept. 14.

The Shamrock's defeat in the first race for the America cup is regretted all over the country. Never in the history of international sport in America was there such fervent hope that the United States would lose the race.

The official times of the Enterprise and Shamrock were: Enterprise 4 hours 3 minutes 48 seconds, and Shamrock 4 hours, 6 minutes and 40 seconds.—*Reuter's American Service.*

The Conditions.

London, Sept. 13.

The rules under which previous contests have taken place in American waters have somewhat handicapped earlier challengers which have crossed the Atlantic, but those governing the present series of races have been revised in a thoroughly sporting spirit.

The conditions of the series of races provide they take place over a thirty mile course.

The ownership of the trophy will be decided by the winning of four out of the seven races. If conditions permit, these will be held on following days, excepting Sundays, but each skipper can claim a day's rest between the races. The starting line is nine miles southeast of Brenton Reef Lightship, off Newport. This course was chosen in the hope of obtaining more constant winds than off Sandy Hook, where the previous contests were held.

Enormous interest is being taken on both sides of the Atlantic. Sir Thomas Lipton is now eighty years old and this will be his fifth attempt to regain for England the cup which went to America 79 years ago.

Each boat carries a crew of about twenty and their proportions are exceptionally close, despite the differences of design. Shamrock's displacement is 133 tons, her overall length 119 feet 10 inches, her mast 162 feet and her sail spread 70,524 feet.

The Enterprise has 128¼ tons displacement, she is 168 feet high and her sail spread is 7,540 feet.

An £80,000 Mast.

In outfit and gear Shamrock follows conventional lines and the sails are manipulated by man power except for one winch for the main halyard. The Enterprise, however, is called a clockwork boat by reason of the innumerable mechanical contrivances she contains. All ropes and wires are taken below deck, and gauges record the exact strains on all the wires at her duralumin mast, which is only eighteen inches in diameter at the thickest part and is nearly a ton lighter than Shamrock's mast of hollow wood.

The syndicate of millionaires owning the Enterprise has equipped her regardless of expense and her mast alone is stated to have cost £80,000. The friendliest feeling exists between the contestants and on this occasion, for the first time in the history of the race, the designers of the two yachts have not kept a secret of their drawings and plans but have examined and discussed them together.—*British Wireless.*

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SEPTEMBER 23rd

for

GENOA, MARSEILES, HAVRE, LONDON, ROTTERDAM, HAMBURG & LIVERPOOL

via STRAITS

For freight and further information apply to—

DODWELL & CO., LTD.

Agents.

Queen's Buildings. Telephone 28021.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ... ... ELLERMAN LINE.
S.S. "CITY OF MOBILE" London, Rotterdam, Hamburg 9th October

NEW YORK, BOSTON & BALTIMORE AMERICAN & MANCHURIAN LINE.
S.S. "CITY OF CHESTER" ... ... 7th October

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & BALTIMORE AMERICAN & ORIENTAL LINE.
M.V. "LOSSIEBANK" ... ... 25th September

MAURITIUS & SOUTH AFRICA ... ... ORIENTAL AFRICAN LINE.
S.S. "TINHOW" ... ... 5th November

Loading for Mauritius, Durban, Reunion, Delagoa Bay, East London, Algoa Bay, (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Monbassa, Kilindini, Port Nolloth, Luderiz Bay, Walvis Bay and Madagascar.

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THE BANK LINE, Ltd.

Telephone 27791,

SAILING NOTICE

WEEKLY TRANS-PACIFIC SERVICE.

To San Francisco & Los Angeles		To Seattle & Victoria	
Fortnightly sailings on Tuesdays		Fortnightly sailings on Tuesdays	
Pr. Jackson T., Sept. 23, 10 a.m.		Pres. Pierce Tues., Sept. 16, 6 a.m.	
Pres. McKinley... Tues., Oct., 7		Pres. Taft ... ...Tues., Sept. 30	
Pres. Grant ...Tues., Oct., 21		Pres. Jefferson... ...Tues. Oct. 14	

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

ROUND THE WORLD.

Fortnightly sailings on Sundays via Manila, Straits, Colombo, Suez Canal, Alexandra, Naples, Genoa, Marseilles, New York and Boston.

Pr. Harrison Sun., Sept 21, 8 a.m.	Pres. Wilson Sun., Nov. 2, 8 a.m.
Pres. Johnson Sun., Oct. 5 8 a.m.	Pres. Van Buren ..Nov. 16, 8 a.m.
Pr. Fillmore Sun., Oct. 19th, 8 a.m	Pre. Garfield Sun., Nov. 30, 8 a.m.

To Manila

Pres. Harrison .. Sept 21, 8 a.m.	Pres. Johnson ...Oct. 5, 8 a.m.
Pres. Taft ... ...Sept. 23, 6 p.m.	Pres. Jefferson ...Oct. 7, 6 p.m.
Pres. McKinley ...Sept. 27, 6 p.m.	Pres. Pres. Grant Oct. 11, 6 p.m.

CANTON BRANCH:—No. 4 Shakee Street.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE

N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £83 to £120—ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
Asama Maru ... ... Thursday, 18th Sept.
Taiyo Maru ... ... Sunday, 28th Sept.
SEATTLE, VICTORIA via Shanghai & Japan Ports
Hikawa Maru ... ... Wednesday, 24th Sept.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.
Kashima Maru ... ... Saturday, 20th Sept. at 11 a.m.
Yasukuni Maru... Saturday, 4th Oct at 8 a.m.
SYDNEY & MELBOURNE via Manila & Ports.
Atsuta Maru ... ... Tuesday, 23rd Sept.
Aki Maru ... ... Tuesday, 21st Oct.
BOMBAY via Singapore, Penang & Colombo.
†Malacca Maru ... ... Saturday, 27th Sept.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.
Heiyo Maru ... ... Tuesday, 30th Sept.
SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.
Kanagawa Maru ... ... Friday, 17th Oct.
NEW YORK, BOSTON via Panama.
†Taketoyo Maru ... ... Sunday, 21st Sept.
†Toba Maru ... ... Monday, 6th Oct.
LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.
Lima Maru ... ... Sunday, 12th Oct.
CALCUTTA via Singapore, Penang & Rangoon.
†Morioka Maru ... ... Monday, 15th Sept.
†Tokushima Maru ... ... Monday, 29th Sept.
SHANGHAI, KOBE & YOKOHAMA.
Aki Maru (Nagasaki Direct) Wednesday, 17th Sept.
Fushimi Maru ... ... Saturday, 20th Sept.
†Rangoon Maru (Kobe Direct) ... Saturday, 20th Sept.
†Yamagata Maru (Kobe Direct) ... Saturday, 20th Sept.
†Cargo only.

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Passengers to LONDON (Overland)

NEXT SAILINGS FROM HONGKONG

	For Shanghai & Japan	For Singapore & Europe
S.S. VENEZIA	———	8th Oct.
M.V. HILDA	1st Oct.	8th Nov.
*S.S. TEVERE	7th Oct.	18th Oct.

*Passenger Steamer with First & Second Class Accommodation due in Italy on the 14th November.

All dates are subject to alteration without notice.

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THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS
(with Limited, but exceptionally good, passenger accommodation).

Loading Direct For
ANTWERP, ROTTERDAM OR AMSTERDAM, HAMBURG AND SCANDINAVIA.

Sailing about
M.V. "SHANTUNG" ... ... 10th October.
SHANGHAI, JAPAN PORTS AND VLADIVOSTOCK
Sailing about
M.V. "NANKING" ... ... 15th September.
M.V. "DELHI" ... ... 25th September.

Passenger Rates Hongkong to Europe £60.

For further paticulars, apply to the Agents:—
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G. E. HUYGEN Canton.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

M.V. "VAN HEUTSZ"

will be despatched on 25th September at noon.

For SINGAPORE, PENANG & BELWAN DELI DIRECT.

Offers excellent saloon accommodation all lower berths, English Cuisine, doctor carried, wireless telegraph.

"FIRST CLASS FARE to SINGAPORE £14."

In connection with the Royal Packet Nav. Co's (K.P.M.) services to all destinations in the Netherlands East Indies and Australia.

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GLEN LINE.

FARE HONGKONG TO LONDON.

1st June/30 November ... ... £65.12.0d.
1st December/31st May ... ... £82.0.0.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENAMOY" ... ... 23rd Sept.
Steamship "CARNARVONSHIRE" 17th Otc.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENLUCE" ... 30th Sept
Steamship "PEMBROKESHIRE" ... ... 10th Oct.
Steamship "GLENIFFER" ... ... 24th Oct.

For freight, passage and further particulars, apply to.
JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

NATAL LINE OF STEAMERS.

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong
For Freight or Passage apply to;—
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Telephone 28021.

SWIMMING SPORTS AT KOWLOON DOCK.

MISS DOROTHY HENDERSON WINS CHAMPIONSHIP.

Kowloon Dock children had an enjoyable half day on Saturday afternoon on the occasion of the annual swimming sports which were held at Taiwan Beach under the oraganisation of the Kowloon Dock Recreation Club. A number of events were swum for, the chief being the Dock Championship, which was won by Dorothy Henderson, who beat Master A. McKenzie to first place by three fifths of a second. Much amusement was created in the event for youngsters of four and five years old, while the adults also had a try in a team race and a Derby.

During the afternoon pleasing musical selections were rendered by the band of the Argyle and Sutherland Highlanders.

At the conclusion of the swimming events, Mr. G. H. Cuthill said he thought the programme had been very successfully carried through, thanks to the hard work put in by the officials.

Mrs. Sturgeon introduced Mrs. Cuthill, who distributed the prizes amid much applause.

Mr. G. H. White, secretary, proposed a vote of thanks to Mrs. Cuthill, this being heartily carried.

The results are appended.

Dock Champion.

Dock Championship, two lengths, 13 and under.—1. Dorothy Henderson, 45 secs.; 2, Master A. McKenzie, 45 3/5 secs.

Girls' Handicap, one length, 13 and under:—1st. heat.—1, Nessie Gillespie, 28 secs.; 2, Margaret Gow, 28 secs.; 3, Ada Brewin, 35 secs.; 2nd. heat:—1. Dorothy Henderson, 29 1/5th. secs.; 2, Edith Brewin, 31 secs.; 3, Babs Calman, 33 secs. Final:—1. Margaret Gow, 30 3/5th. secs.; 2. Dorothy Henderson, 31 secs.; 3, Edith Brewin, 31 2/5th. secs.

Boys' Handicap, two lengths, 13 and under:—1st. heat.—1, A. McKenzie, 58 secs.; 2, S. Kerr, 60 secs.; 3. A. Ozorio, 62 secs. 2nd. heat:—1. M. Brown, 57 2/5th. secs.; 2, V. McKenzie, 58 secs.; 3, M. Ozorio, 61 secs. Final:—1. M. Ozorio, 57 secs.; 2. A. Ozorio, 61 secs.; 3, S. Kerr, 51 2/5th. secs.

Flat race, children of four and under.—1,. Duncan McTavish; 2, George Scott; 3, Robert Hoare.

Flat race, children five years and over:—1, Violet Cullen; 2, Joyce Sturgeon; 3, Mary Cuthill.

Team race, one length each swimmer:—1. Fourth Team, Doreen Brown, M. Ozorio, Dorothy Henderson and S. Kerr (Capt.); 2. First Team, Audrey Goodman, Edith Brewin, Margaret Gow and V. McKenzie (Capt.); 3, Third Team, Alwin Greig, Babs Calman, Geof. Goodman and Max Brown (Capt.); 4, Second Team, A. Allen, Peggy Crookdake, Margaret Mackie and A. McKenzie (Capt.).

Derby, one length.—1, Dorothy Henderson, 2, Max Brown.

Adults' team race, one length each swimmer, won by the following team.—G. White, Miss Tillery, W. Forsyth and G. Cooper.

Adults' Derby, one length.—1, Mr. W. Tillery; 2, Mrs. Scott.

HOCKEY.

RADIO SPORTS CLUB v. 3/15TH PUNJAB REGIMENT.

On Saturday the Radio Sports Club met the "C" Company 3/15th Punjab Regiment in a hockey match on the latter's ground at Kowloon. This is the first time the R.S.C. have played the Punjab Regiment, who are well-known in hockey circles. The result, a draw 2-all gave great satisfaction to the recently formed R.S.C. hockey team.

The game was fast and interesting and defence excellent on both sides. Weak points showing at the start were soon covered as the game proceeded and towards the end, in spite of failing light, the play was exciting to watch.

CONSIGNEES' NOTICES.

HOLLAND-OOST AZIE LIJN.
(HOLLAND-EAST ASIA LINE.)

From AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN, GENOA and ANTWERP.

The Steamship,
"ZOSMA"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the China Provident Loan and Mortgage Co. Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 20th September, 1930 will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 19th September, 1930 at 10 a.m. by Messrs. Goddard and Douglas, Hongkong.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN
General Agents.

POLICE AQUATICS.

NINTH ANNUAL MEETING IN V.R.C. POOL.

The ninth annual aquatic sports meet of the Police and Prisons Departments, which was held in the V.R.C. bath on Saturday afternoon, drew a good number of entrants. Mrs. T. H. King presented the prizes.

Lance Sergeant Youe was the most successful competitor amongst the European contingent, winning the Championship of the European Police and Prisons Departments. The programme, a lengthy one of 17 events, concluded with a water polo match between the two departments and an interesting diving exhibition by Mr. E. A. da Roza, a civilian.

His Excellency the Governor, Sir William Peel, K.B.E., C.M.G. who was a patron, honoured the meeting with his presence, attended by his A.D.C., Captain Coltman. Other distinguished visitors in the large gathering present were the Hon. Mr. E. D. C. Wolfe, C.M.G., Inspector General of Police, His Honour Mr. Justice J. R. Wood, the Hon. Mr. C. G. Alabaster, O.B.E., K.C., Mr. and Mrs. T. H. King.

The Prize Winners.

1 Plate Diving.—1, L/S Williamson (30 plates); 2, L/S Simpson (23 plates).

2. 100 yards Championship of Police and Prisons—Indians and Chinese: 1, P.C. B478; 2, P.C. C210; 3, P.C. C511. Time: 90 secs.

3. 100 yards Championship of European Police and Prisons Department: 1, L/S Youe; 2, Warder Franks. Time: 72 3/5 secs.

4. Two lengths handicap—Indians and Chinese, Police and Prisons: 1, P.C. C431; 2, P.C. B478; 3, P.C. B375.

5. Long Plunge: 1, L/S Williamson (49 ft. 11 ins.); 2, L/S Brandt (47 ft. 11 1/2 ins.).

6. Two lengths handicap—Europeans: 1, Warder Franks; 2, L/S Youe; 3, L/S Coleman.

7. Street Boys' Club and Messengers' Race (two lengths): -1, Yeung Cheung; 2, Lee Yee; 3, Leung Wan.

8. Pillow Fight: 1, L/S Harris; 2, L/S Brandt.

9. Two lengths breast stroke—European Officers of Police and Prisons Departments: 1, Warder Franks; 2, L/S Coleman; 3, P/C Thorpe. Time: 43 4/5 secs.

10. Two lengths handicap—Sons of Officers of Police and Prisons Departments (Post entries): 1, C. Evans; 2, R. Marks; 3, N. Reynolds.

11. High Dive: 1, Detective-Sergeant Goodwin; 2, Warder Brimblecombe.

Life Saving.

12. Life Saving. (This event was on the lines of test for Life Saving Certificates, issued by the Royal Life Saving Society). The entries were confined to Officers holding Life Saving Certificates: 1, L/S Coleman with L/S Brandt as patient; 2, L/S Harris with L/S Simpson as patient.

13. Police Reserve Race (Two lengths): 1, Mr. Stradmore; 2, Mr. Dixon. Time: 31 3/5 secs.

14. Two Lengths Race for Chinese Clerical Staff of Police and Prisons Departments and Fire Brigade: 1, Yeung Ping-kwai; 2, Tse Shu-wa.

15. Balloon Race: 1, Mrs. Brimblecombe and Warder Franks; 2, Mrs. Thorpe and L/S Bowers.

16. Team Race—Police, Prisons and Police Reserve—six a side. Each competitor swims one length: 1, Prisons Department; 2, Police.

The Water Polo match between the Police and Warders was won by the former by 2 goals to one. The scorers were: L/S. Williamson and L/S Bowers for the Police; Warder Brimblecombe for the Warders.

CONSIGNEES' NOTICE.

OCEAN STEAMSHIP CO., LTD.
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Vessel, "PERSEUS"

From UNITED KINGDOM and CONTINENTAL PORTS via SINGAPORE.

are hereby notified that their cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignees' risk and subject to terms and conditons of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 13th Sept.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option exends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 19th September, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 3rd October, 1930 or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 13th September, 1930.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', LONDON and STRAITS.

The Steamship,
"BENNEVIS"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th September, 1930 will be to rent.

All claims against the steamer must be presented to the Undersigned on or before the 4th October, 1930 or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th September, 1930 at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

GIBB LIVINGSTON & CO., LTD.,
Agents.
Hongkong, 13th September, 1930.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG.

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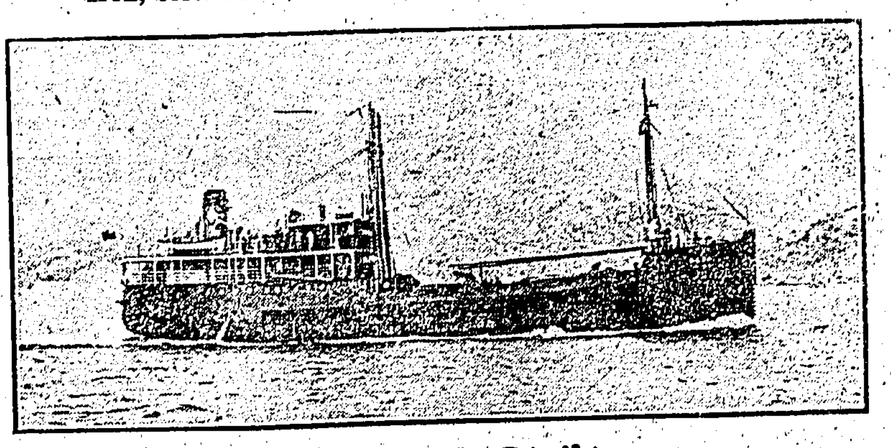

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STEEL TWIN SCREW MOTOR VESSEL.

Dimension:—155' 0' B.P. × 35' 0', × 13' 6' Mld. B.H.P. 480. Speed 10 knots. D.W. 845

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R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

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TRANS-PACIFIC AND ATLANTIC COAST SERVICE
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(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
†ALIPORE	5,273	17th Sept.	Straits, Colombo & B'bay
*KASHGAR	9,005	27th Sept.	Marseilles, L'don, Hull, Rotterdam & Antwerp
MALWA	10,980	11th Oct.	Bombay, M'les & L'don
†MIRZAPORE	6,715	15th Oct.	Straits, B'bay & L'don
*KHYBER	9,114	25th Oct.	M'les, L'don, Hull, R'dm & A'werp
MACEDONIA	11,120	8th Nov.	Bombay, M'les & L'don
†NAGPORE	5,283	15th Nov.	M'les, L'don, Hull, H'bg, R'dm & A'werp
*KARMALA	9,128	22nd Nov.	M'les, L'don, Hull, H'bg, R'dm & A'werp

†Cargo only. *Calls Casa Blanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pyrous, Smyrna and other Levant by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

SHIRALA	7,841	17 Sept. 11.30 a.m.	S'pore, Penang & Calcutta
TAKADA	6,949	30th Sept	S'pore, Penang & Calcutta
TILAWA	10,006	7th Oct	S'pore, Penang & Calcutta

B. I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	3rd Oct.	Manila, Thurs, Island, Townsville, B'bane Sydney and Melbourne
NELLORE	6,853	31st Oct.	
TANDA	6,956	5th Dec.	

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kulambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.,
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. French Service of Steamers to London via the Cape.
The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

†NAGPORE	5,283	23rd Sept.	S'hai, Moji, Kobe & Yoko
KHYBER	9,114	25th Sept.	S'hai, Moji, Kobe & Yoko
TILAWA	10,006	27 Sept.	Amoy, S'hai, Moji, Kobe & Osaka
NELLORE	6,853	7 Oct.	S'hai, Moji, Kobe, Osaka & Yoko
MOREA	10,954	10th Oct.	S'hai, Moji, Kobe & Yoko
KARMALA	9,128	21th Oct.	S'hai, Moji, Kobe & Yoko
†BENALLA	——	23th Oct.	Shanghai & Kobe
MACEDONIA	11,120	24th Oct.	S'hai, Moji, Kobe & Yoko

†Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 2½ ft. x2ft. x 1ft. will be received at the Co's Office up to noon on the day previous to sailing.
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TAIPING	In Port	September 23rd	September 26th	October 12th
CHANGTE	October 10th	October 21st	October 24th	November 9th
TAIPING	November 14th	November 21st	November 24th	December 10th
CHANGTE	December 16th	December 23rd	December 26th	January 11th

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2 parts Sound Comedy	*Sound News*

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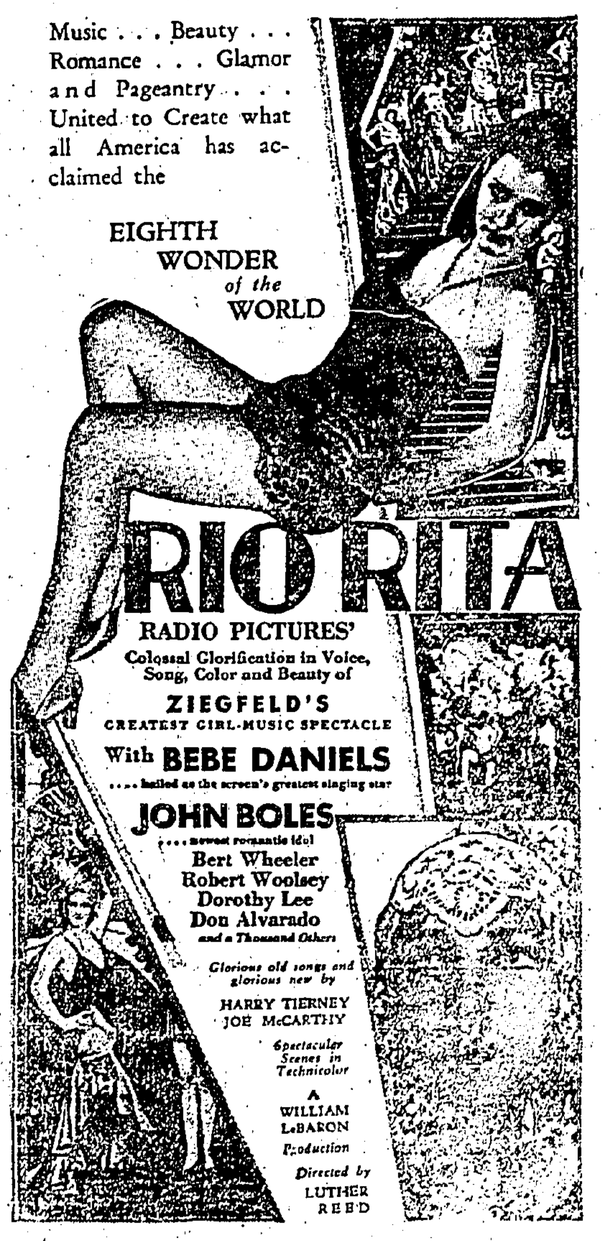

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Glorious old songs and glorious new by
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Spectacular Scenes in Technicolor

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On account of film being in 15 parts the shown start promptly daily at 2.00, 5.00, 7.20 & 9.40 sharp.

Advance bookings now open at Anderson's and the Theatre (telephone 25720.)

Printed and Published for the Proprietors by FREDERICK PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

INCIDENTS ON THE YANGTSZE.

THREE FOREIGN GUNBOATS FIRED ON.

ALL REPLY TO REDS.

Shanghai, Sept. 9.

From reports received here this evening it is apparent that American, British and Japanese gunboats operating in the upper Yangtsze district performed further service to-day in assisting the Nationalist Government to dispel the Red troops which have been menacing the town of Shasi west from Hankow on the Yangtsze River.

Reports received in Hankow to-day from foreign sources confirmed previous reports that the Communist armies were responsible for firing on the American patrol boat Tutuilla and the British gunboat Ladybird. The troops responsible for the firing are now reported to be retreating from the Shasi area.

A further report from Japanese officials in Hankow stated that another group of Reds operating between Hankow and Kiukiang fired on the Japanese gunboat Fushimi. The guns used in the attack were described as trench mortars. One shell from the mortar struck the Fushimi and exploded in its engine room but the resultant damage was not serious because the shell used was of a primitive make.

The Fushimi returned the fire and immediately silenced the Red battery. The Red troops operating the battery dispersed.

The Tutuilla returned the fire with three inch guns, and machine guns, and soon silenced the mortar.

The British gun-boat Ladybird was fired on by Communists in the vicinity of Shasi. The Ladybird's battery of nine six inch guns immediately went into action, and not only silenced the Communists, but according to reports, inflicted heavy casualties, prevented the Reds from entering Shasi, and caused the dispersal of the force who are fleeing into the hinterland.

BRITAIN'S DEBT TO AMERICA.

REVIVAL OF THE EFFORT TO REDUCE?

SIGNIFICANT VISIT.

Washington, Sept. 14.

A political sensation has suddenly arisen owing to the fact that Sir Warren Fisher and Mr. Thomas Jones, the Deputy Secretary to the British Cabinet, have been conferring for several days with State Department officials.

The belief is prevalent in Government circles that Britain is about to inaugurate an intensive European drive for the wholesale reduction of war debts, and that Mr. Ramsay MacDonald is seeking to acquire political prestige at home in attempting to do what previous British Governments have failed to accomplish; namely to secure a reduction of the British debt to the United States.

The story goes that Sir Warren Fisher and Mr. Jones have been in New York for several weeks as the guests of Mr. Houghton, the former U.S. Ambassador to London, where they discussed debt reduction secretly with the principal bankers.—*Reuter's American Service.*

The Debt Funding Commission fixed the total British debt repayable to America at G.$4,604,128,085, of which G.$4,128,085 was to be repaid at once in cash and the balance funded at 3 per cent. for 10 years, and 3½ per cent. thereafter, until redeemed by the operation of an accumulative sinking fund of ½ per cent. in 62 years. Interest is payable on June 15 and December 15 each year, at the rate of 3½ per cent. for the first ten years, and 4 per cent. thereafter, to include the sinking fund.

CHINESE WOMAN'S PLIGHT.

LEAPS FROM VERANDAH TO END LIFE.

A sad case involves the reported attempt of a young Chinese woman to commit suicide.

The Kwong Wah Hospital authorities state they have under their care Chan Look-mui, who is in a critical state from injuries suffered in a fall. Enquiries reveal that the young woman, who is an inmate of a public establishment at Reclamation Street, Yaumati, had thrown herself from the first floor of the house.

Only 20 years of age, she had lately expressed dissatisfaction at her lot, and apparently sought a quick exit out of it by throwing herself from a verandah.

SHANGHAI TENANT PROBLEM.

A DEMOLITION PARTY ATTACKED.

RUSSIANS UNDER HAIL OF MISSILES.

POLICE INTERVENE.

Shanghai, Sept. 11.

A singular scene was witnessed yesterday in Tsungming Road, when the tenants of approximately seventy houses forcibly resisted the attempt of 200 Russian housebreakers to tear down the houses in order to prepare for a new building development in that area. The scene of the trouble was at the junction of Tsungming and North Szechuen Roads, a property belonging to Messrs. E. D. Sassoon & Co., Ltd., who gave notice to the tenants three months ago, expiring on September 1, that they would be required to vacate the premises.

When the Russian workmen appeared on the spot yesterday morning they were resisted by the tenants, who, together with a number of agitators, made things look ugly for a while, though, fortunately, there were no serious casualties on either side. It appears that the tenants, possibly encouraged by other recent happenings of an almost similar nature in Shanghai, decided to pay no regard to the notice to quit, and directly an attempt was made to demolish the buildings, put up a resistance.

On arrival of the police, shortly after they had been informed of the proceedings, strife was discontinued, and the contractor's men were called off by a representative of the company, after he had been advised by the police. During the day nothing of note occurred.

Another Attempt.

It is understood, however, that the Russians have been instructed to proceed with the demolition of the buildings this morning and that police protection will be afforded. Precautionary mobilization by four stations has been ordered and the Reserve Unit is to stand by.

The Russian workmen appeared on the scene, and, instead of entering the houses, scaled ladders, and began to demolish the roofs of about 30 houses in a single alleyway. The "Wrecking crew" were marshalled in the Central District about 9 a.m., truckloads of them waiting for the start. Ladders and wrecking instruments were on the vans, while the 200 men waited for the signal.

Almost with the appearance of the trucks, idlers in Tsungming Road gathered round, while Chinese from the alleyways poured out to join in the commotion. Within a few minutes the word was passed round that the demolition had begun.

Before the inmates of certain houses were aware of what was happening, the Russians, working at speed had removed half the roofs. Tenants, gathered in the roads and alleys, became more than excited. The Chinese seized handy missiles, which the wrecking party had dropped from the roof, and within less time than it takes to tell, the air was full of tiles. Other weapons, sticks and buckets and bits of furniture and firewood flew through the air. Some of the projectiles were aimed at those on the roof, others found a mark among the crew which remained on the roads.

Hail of Projectiles.

Those who took part in the attack seized whatever weapons were available. From house-tops and the roads stones and tiles were thrown, while below, Russians and Chinese came into personal contact. The battle waxed furious as the parties came to grips. A number of Chinese surrounded an isolated Russian, belabouring him as he struggled against them. In extricating himself he sustained a broken wrist and several minor scratches. Several others managed to combined and hold off their opponents, who swarmed around them. Another of the outnumbered Russians, eluded the mob by running through a house and escaping by the back door.

Except for isolated fights, nothing serious happened. The police at Hongkew Stations received a call at 10.10 a.m., that Russians were engaged in removing the roofs from houses on Tsungming Road, and that the Chinese were resisting. Inspr. Ring called on all available men, and with Det.-Inspr. Schmidt, hurried to the scene in motor cars.

On arrival they found the Fire Brigade there, they having been informed by a quick-witted tenant that the houses had caught fire. The Brigade could not tackle the rioters alone and stood by after sending for the rescue van, which later took some of the injured to hospital.

The police rushed the alleyways. On the appearance of the men in khaki, the tenants and their supporters gained confidence, thinking that the law was on their side, and shortly everything was quiet.

Three Russians and three Chinese were found with wounds, mainly in the head. Flying tiles and bricks had struck them. Of the six, one Russian and one Chinese were sent to hospital, their injuries not being serious. Another Russian made his way to General Hospital alone. He had a broken wrist and is being detained for treatment.

FOURTEEN OF CREW MISSING.

ONLY FOUR RESCUED FROM THE IBUKI MARU.

FEARS FOR SAFETY.

A tale totally different from that cabled back by the Royal Fleet Auxiliary Pearleaf has been brought to the Colony by four members of the crew of the Japanese fishing trawler Ibuki Maru, which struck a reef on the north bank of the West Reef in Hainan Straits.

According to the cable from the Pearleaf, all the members of the crew were rescued, but it now transpires that only four can with certainty said to be now safe and sound. These four were brought back by another trawler this morning.

An official of the Horai and Co., the local agents of the Ibuki Maru, told a *Telegraph* reporter this morning that the Pearleaf rescued only the master, Capt. J. Takami, the mate, the engineer and the wireless operator. The other fourteen members of the crew it is said, chose to abandon the vessel, and together they made a raft on which they set out two days before those who preferred to remain on board were rescued.

Up to now, no news has been received regarding the fate of these fourteen men; but several trawlers are now cruising in the vicinity of the mishap in case these men are still near the scene of stranding.

As has been reported, the weather on that part of the coast is at present very rough, and as a consequence grave fears are entertained for the safety of these men. On the other hand, the scene of the mishap is close to the fishing grounds, and there is a possibility that the men may have been picked up by passing trawlers.

It will be recalled that the Pearleaf, which was in the vicinity, hurried to the scene in response to a wireless message and arrived at daylight on Saturday morning. Because of the rough weather prevailing, the Pearleaf pumped oil on to the sea to assist in rescuing the men who remained on board the Ibuki Maru.

FIRST PASSENGER RAILWAY.

CENTENARY CELEBRATIONS IN ENGLAND.

GEN. DAWES' SPEECH.

London, Sept. 14.

Speaking at the opening in Liverpool yesterday of National Railway Week, held to celebrate the centenary of the first passenger railway in the world, which ran between Liverpool and Manchester, General Dawes, the American Ambassador said:—"Great as have been the beneficial changes in the life of Great Britain which the railroad has wrought, the debt of distant countries to this achievement of British genius is even greater than that of the British people themselves."

That first railway, he added, had become a model for world imitation and had opened a new era for humanity in which both the need of mankind and the means of supplying them were immensly diversified and multiplied.

The celebrations include a remarkable exhibition of the earliest experiments in steam traction and a pageant on the largest open-air stage ever erected in Britain, showing the development of transport from the earliest times.—*British Wireless.*

Devonport Dockyard appears to be entering on a period of prosperity unequalled since the war. The new cruiser Leander will be laid down on September 8; on the neighbouring slips the sloops Bideford and Fowey are being built, whilst the sloops Hastings and Penzance are under completion. Other work includes the completing of the cruiser Exeter, refitting of the Chilean battleship Almirante Latorre, and of the battleship Resolution.

AT THE **QUEEN'S** Final Showings To-Day At 2.30, 5.10, 7.15 and 9.20.

They knew how to CLEAN UP *in the kitchen*—

They learned how to CLEAN UP *in Wall Street*—

—and then

MARIE DRESSLER
POLLY MORAN
were

CAUGHT SHORT

A Cosmopolitan Production

In the Laughing Panic—

NEWSREEL	*COMEDY*
HEARST METROTONE NEWS of the WORLD	HARRY LANGDON in "KIRTSHY"

BEBE DANIELS IN SENORITA

AT THE **WORLD** FINAL SHOWINGS TO-DAY At 2.30, 5.15, 7.15 & 9.20 (In order to suit Performances)

BATTLING BUTLER

AT THE **STAR** TO-DAY & TO-MORROW At 5.30 & 9.20